A GUIDE TO FLORIDA

HARRISON RHODES
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A GUIDE TO FLORIDA

Avenue at Palm Beach

A GUIDE TO FLORIDA

FOR TOURISTS, SPORTSMEN AND SETTLERS

BY
HARRISON RHODES AND
MARY WOLFE DUMONT

WITH A CHAPTER ON THE INLAND WATER-WAYS FROM NEW YORK TO KEY WEST

Three Maps and Numerous Illustrations

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PREFACE

PROBABLY anyone who starts to write of a familiar and favorite region does so with the hope of saying everything that could be said upon the subject. The authors of the present volume have long since renounced any such hope, though the work has been considerably expanded beyond the limits first planned. They hope, however, to have said at least a little upon all Floridian subjects, and to offer to their readers a more comprehensive survey of the State than is otherwise available.

There have been good guide books to Florida, but they are now somewhat antiquated. There are many delightful books upon special aspects of the Floridian Peninsula; they are mostly to be found upon the shelves of libraries now, where it is hoped this present volume may encourage many readers to go to find them,—to which end a bibliography of works upon the State has been compiled.

This volume is the result of long acquaintance with Florida; of pleasant hours of desultory reading about it, and of a great affection for it. While the writers have tried to restrain any such enthusiasm as seems to animate the authors of the railway guides and folders, they would admit frankly at the outset that they love the Floridian land and hope to communicate to their readers some of the beauty and romance they find there.

PREFACE

Thanks for assistance in the preparation of the book are gratefully made to James Turner Butler, Oscar T. Conklin, Washington E. Connor, Gaston Drake, Arthur C. Freeman, W. H. Green, Dr. John Gifford, W. W. Griest, W. H. Harris, James E. Ingraham, Geo. F. Miles, Dr. A. Leight Monroe, Mrs. Kirk (Mary Barr) Munroe, Claude J. Nolan, B. J. Pacetti, Capt. H. E. Sewall and Francis E. Winthrop.

A LIST OF ERRATA

Page	72	— line	14	— for	"town" read "towns."
"	82	— "	34	— "	"zonito" read "bonito."
"	83	— "	14	— "	"Below in Pumpkin" read "Below Pumpkin Key."
"	83	— "	29	— "	"Romeano" read "Romano."
"	151	— "	30	— "	"McWilliams" read "Mr. William."
"	160	— "	5	— "	"James" read "George."
"	170	— "	16	— "	"canal" read "coral."
"	174	— "	13	— "	"Lantana City at the head" read "Lantana City to the head."
"	192	— "	21	— "	"Miss F. L. Nugent" read "Mrs. F. L. Nugent."
"	223	— "	13	— "	"pool is most attractive" read "baths and pool are most attractive."
"	262	— "	16	— "	"rich" read "riches."
"	291	— "	14	— "	"then" read "also."
"	292	— "	20	— "	"the" read "their."
"	330	— "	6	— "	"pond" read "Point."
"	331	— "	22	— "	"Beam boats" read "Boat's beam."
"	333	— "	31	— "	"Bay" read "City."
"	338	— "	7	— "	"rural" read "renal."
"	349	— "	6	— "	"is" read "are."
"	358	— "	25	— "	"at" read "a."
"	362	— "	23	— "	"Stretch" read "Reach."
"	372	— "	27	— "	"point" read "mound."
"	373	— "	17	— omit the word "light."	

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A GUIDE TO FLORIDA

FLORIDA, THE "LAND OF FLOWERS"

For a great part of our country Florida is the one winter resort. California is its only rival, and for the people of the east and the middle west the southern State's greater accessibility must always give it an advantage over its western rival. There is no intention here nor anywhere else in this volume to enter into a discussion of the relative merits of the two States, a discussion which, as anyone who has listened to piazza conversations at winter hotels knows, may easily become acrimonious. It must be sufficient to say that there are great numbers of people who prefer the Florida climate and landscape, yachtsmen who think no waters compare with the Floridian rivers and bays, and fishing and shooting men who would exchange the Florida woods, streams and beaches for no others. The number of the State's visitors and admirers increases yearly. Yearly, too, is discovery made of its possibilities as a place of permanent residence, and its great agricultural resources. Besides the winter tourist there is also the settler, an increasing factor in the State's economy.

Florida has been singularly fortunate in its name which we commonly translate "Land of Flowers." In strict accuracy the discoverer gave the name not as descriptive, but because he landed on "Pascua Florida"—the flowery Easter—in the Spanish tongue. But in the

popular speech Florida has become synonymous with Land of Flowers the world over. It is curious and significant, too, to find that abroad, where the names of our States are generally nothing but a meaningless jargon to the European, the name of Florida seems universally known. It means everywhere blue skies, orange trees, blossoming rose-bushes — in short, summer in winter.

And it is scarcely an unfair comparison to say that as to the Spaniards in Cuba and Porto Rico, Florida lay in the west almost like a will-o'-the-wisp upon the horizon calling them to come to the cities of Eldorado and the Fountain of Youth, so even in prosaic modern days for many people in the bleaker North it seems to lie down against the tropic seas and the Indies, inviting with an appeal which somehow still holds in it something of the old mystery and romance.

Florida was the scene of the first settlement by Europeans upon what is now the territory of the United States. It has been, however, oddly enough, the last of the States east of the Mississippi to be completely settled and developed — in fact the process is by no means complete yet. It is at once the oldest and the newest country on our Atlantic seaboard or on our Gulf coast. It has in consequence a curious, almost anomalous, character.

It abounds in legends, it holds in its woods and by its streams ruined traces of forgotten and inexplicable settlements of early Spanish days. It is filled, on the other hand, with brisk and thriving new cities, "boom towns" almost. The new settler finds land cheap and abundant,

but his title to it often rests on some old grant to a grandee of Spain or to an English lord. In the Florida of to-day the visitor will find, if he has the interest and the eyes to look, a mixture of the antique and the most modern, such as it would be hard to match elsewhere. He will find the oldest town and the newest. He will discover quaint maps, over three centuries old, of parts of the land he visits, but he will find that even now there is no chart for all the trackless mystery of the Everglades. In short Florida, which had its very beginnings in romance, in that expedition of Ponce de Leon's in search of the Fountain of Youth, has kept, even to the present day, when the flood of modern progress is pouring into her every corner, something of her own pleasantly romantic character.

Time and Plan of Tour.—The pleasantest season, broadly speaking, to be in Florida is from November till the middle of May. Not only is that the period when for many the climate of the States farther north is least agreeable, but it is also the time when the climatic and other conditions of Florida are most nearly to the taste of her visitors.

There is much to be said in favor of even the summer climate of the peninsula (see later chapter on climate). The rise of temperature is less perhaps than might be expected, the air is in many places freshened constantly by the sea-breezes, and the nights are comparatively cool. But on the whole heat and insect pests make it less attractive in summer. And in the autumn in many parts of the State there is commonly a rainy season, sometimes with gales, or even at

rare intervals the milder Florida form of the West Indian hurricane.

January and the first half of February are very often cool (sometimes rainy), in the northern and central parts of the State. This is the time to visit the parts lying farthest south, such as Palm Beach, Miami, and the Keys.

Later it is wiser, as the phrase is, to follow the spring north. The commonest mistake, however, is to follow it too fast. One cannot put it too strongly that the majority of visitors, while roses bloom, birds sing about them, and the deciduous trees are in full leaf, cannot be brought to believe that in the North the spring weather is still treacherous, disagreeable, and often, upon a return from the milder climate of the South, actually dangerous. It is, as all travelers know, a commonplace that there is no place in the world where, according to its inhabitants, you should not be in May to see it at its best. There is no intention here of urging that the northern be sacrificed to secure the southern May. But those who choose to stay so late will find it agreeable.

Neither railways nor hotel-keepers, however, do much to prolong the season for visitors. The fastest and best equipped trains are put on in early January and usually withdrawn in late March, and many of the largest and best hotels hold to this same schedule of opening and closing. But both early and late, good and often cheaper accommodation is provided, so that no one who really wants it need be deterred from a long visit. The "season," however, in the sense of being crowded and fashionable, is Jan-

uary, February and March. During that time, at the more popular places it is often advisable to have secured rooms ahead at hotels, and to have reserved berths, etc., upon trains as much in advance as convenient.

Plan of Tour.— In almost all cases the visitor arrives at Jacksonville, where, either coming or going, it is probable he will find it convenient to sleep at least a night, and so will have opportunity to visit the city. He may wish to delay for excursions to Fernandina, or Atlantic and Pablo Beaches.

The East Coast is perhaps the most frequented part of Florida. St. Augustine is unquestionably the most picturesque and interesting city of the State, Palm Beach its most fashionable resort, and Miami, in both town and hotels, a wonderful example of what the Florida East Coast Railway has accomplished. At Daytona, will be found the most important of the less pretentious places. Beyond Miami the railway goes through the Keys, half over the sea and half over land, on a roadbed which is remarkable from an engineering point of view, as far as Key West.

From Miami steamers go to Nassau, and from Key West to Havana, and the Florida trip may be extended to the Bahamas and Cuba. From Havana it is possible to sail to Tampa and begin the return trip on the West Coast. Tampa and St. Petersburg are favorite resorts well equipped with hotels and attractions for the visitor. South from Tampa may be visited the Manatee river country. Still farther one may go to Fort Myers and into the heart of the

actual wilderness. For sportsmen and lovers of wild nature this part is full of attractions.

The St. John's river from Jacksonville south to Enterprise and Sanford was long considered the chief sight of Florida and is now well worth the tourist's attention. And the trip from Palatka up the Ocklawaha river (the chief tributary of the St. John's) is one of the most interesting and striking experiences which the State can offer, besides being easy and inexpensive.

The Central region is hard to group, for purposes of description. No one, however, gains a complete idea of the State or its attractions without seeing the lake and "hill" country. Orlando, Ocala, and DeLand may be named as among the more important points.

The old province of West Florida containing Pensacola, the capital in colonial days, and Tallahassee, the present capital, is not greatly visited by the ordinary visitor to the State. It lies far from the main routes, and indeed is more conveniently approached from the direction of New Orleans and Mobile. It is full, however, of interesting historical associations, and contains natural attractions both along the coast and inland which make it worth being included more often than it is in the tourist's itinerary.

General Hints, Hotels, Expenses, etc.— In general it may be said that the only way the tourist will ever know whether Florida suits his individual taste will be to go there. But it is hoped that this present volume will not only show him something of its attraction, but enable him to guess which of its many regions and resorts is likely to please him most.

He should take with him little or much clothing, as his tastes incline to quiet or to fashionable places. Unless he means to return very early in the spring he should be provided with clothing such as he might want in midsummer in the north. On the other hand no one should venture into Florida in the winter without some warm clothes, and overcoats and wraps as well.

Hotels may now be said to be generally good in the State, though in towns not definitely tourist resorts, there might yet be great improvements. Few except the newest are adequately provided with private bathrooms, yet this want is being rapidly remedied.

Prices vary with accommodation provided, but broadly speaking, it may be said that Florida, more than many resort regions, provides for every purse. It is amply supplied with small hotels and boarding houses, and no one need be deterred from a visit by a fear of being forced into the excessively fashionable and dear hotels. It is as enormously democratic and simple on one side as it is gay and expensive on the other.

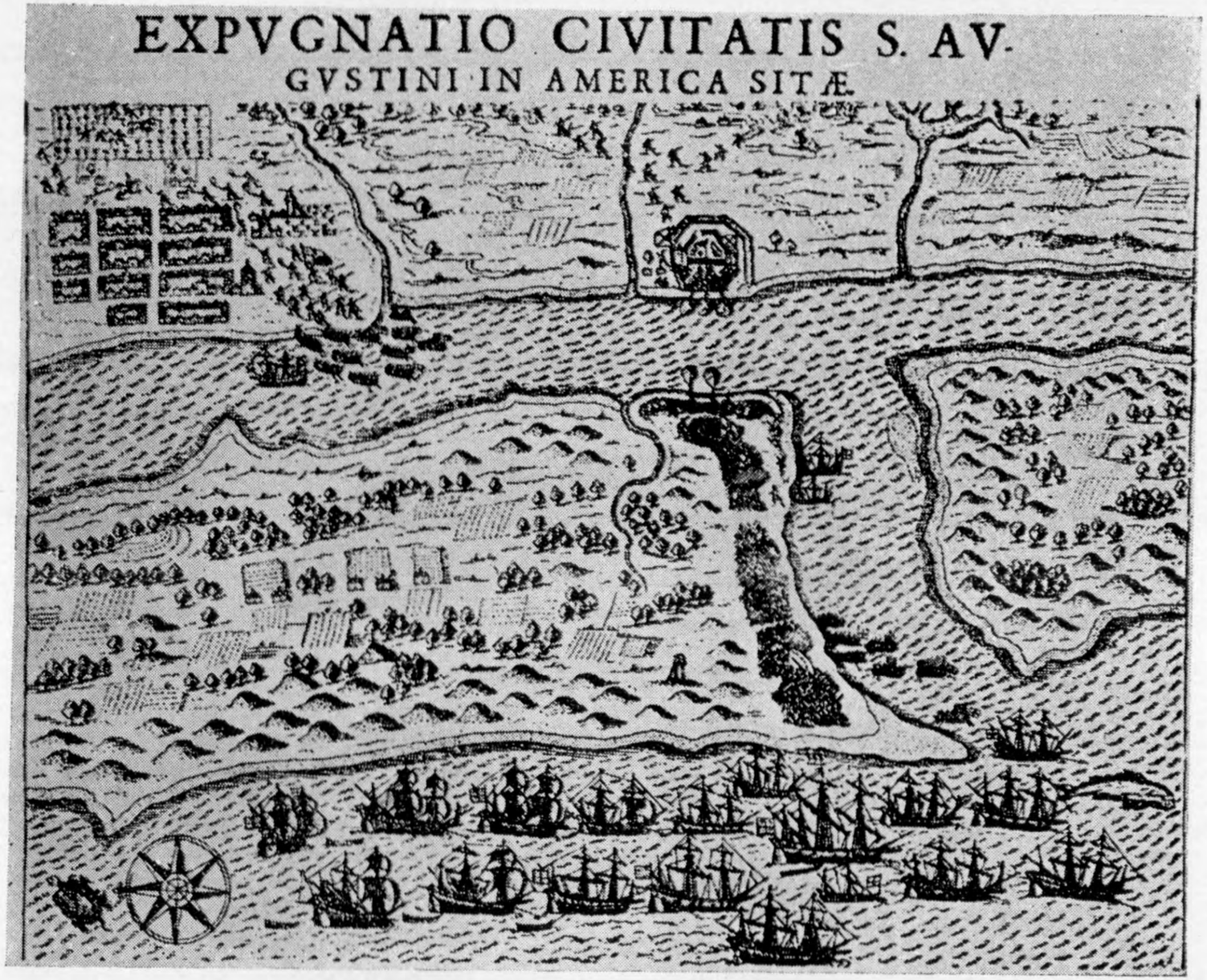
It has been the aim to have the railroad mileage, and the time of transit, as accurate as possible. The mileage is from authoritative sources. The time of transit on local roads has not always been given, as it could not always be accurately ascertained. No attempt has been made to inform the traveler as to the railroad connections at any except the most important points. Local time-tables and data can always be obtained.

HISTORY

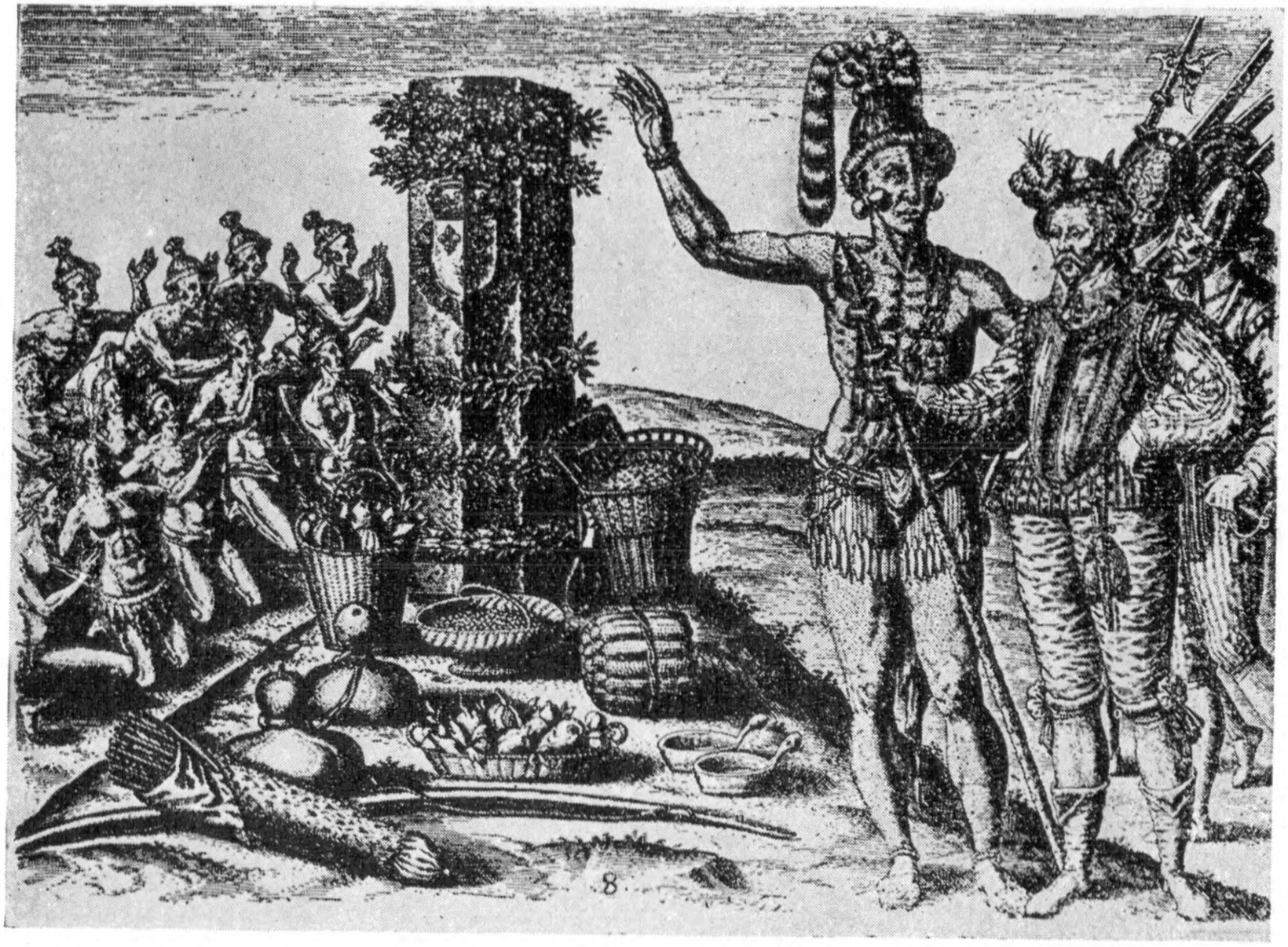
THE history of Florida begins with Adventure and with Romance. The lust for gold and, if tradition is to be credited, the yearning for eternal youth, brought the first white men to its shores — stout Spaniards in jack-boots and iron coats — led by Juan Ponce de Leon, a gallant adventurer already growing old with service in the dominions of Spain in the new world.

While written history begins with Ponce de Leon and his comrades, vague traditions have been preserved of voyages of earlier travelers along the coast of Florida. Claims have been made that the ubiquitous Cabots, John or Sebastian, sailed down the coast from Cape Breton to Cuba. These claims, however, are generally disallowed by serious historians. Reports equally vague credit Amerigo Vespuccius with having sailed in one of his voyages up the coast to the north. The claims have no historical basis.

The existence of the land now known as Florida was not suspected until 1502 when a map, published in Lisbon, showed a shadowy peninsula north of Cuba, roughly resembling Florida in shape. The claim made by historians, that this territory was explored by Spaniards in 1500 or 1502, is not substantiated by any known facts. We have, however, now reached a period of more certain knowledge. The native tribes of the Bahamas, known as the Lucayos, talked in the hearing of their Spanish conquerors of a myste-



Sir Francis Drake's Attack on St. Augustine



Ribaut Treating with Indians

rious land of Bimini or Bimine, a kingdom lying nearly to the north. Within its borders was a fountain of eternal youth, at the touch of whose waters age fell away forever. Near by ran a river of miraculous powers, which the Spaniards decided was no other than the Jordan. These stories were repeated in Spain by returning soldiers, and the *Decades*, published in 1511 by Peter Martyr, contains a map showing the Island of Bimini. In this book also occurs the first known reference to the fountain of youth, situated somewhere on an island north of Hispañola or Cuba.

These tales came in time to the ears of Juan Ponce de Leon, who had been a companion of Columbus in his second voyage, and had done good service. He had, however, fallen on evil days. He had remained in Hispañola, and had asked for and obtained a commission to conquer and colonize Porto Rico. After many hardships he brought the island under the control of Spanish arms, and was made its governor. He acquired a large fortune, but falling a victim to the intrigues that follow the successful, was superseded by Diego Columbus. It was at this time that we may imagine him, now 42 years of age, embittered by injustice and wearied by hardships, listening eagerly to the stories of the Island of Bimini, rich in gold and concealing somewhere within its limits the fountain of eternal youth.

Ponce de Leon lost no time in asking for permission to explore and conquer this marvelous land. He was still powerful enough at court to secure, through friends, a patent of discovery and colonization. When he asked that this patent

might be based on that granted to Columbus, the King refused on the ground that whereas Columbus had sailed into the unknown, Bimini was a reality! On February 23, 1512, he was empowered "to proceed to discover and settle the Island of Bimini." He was required to explore for the space of three years and was privileged to touch at any island not the property of the King of Portugal. Ponce de Leon at once purchased a vessel which was to take him to Spain to make his preparations for the voyage. The ship, however, was seized by hostile authorities in Porto Rico. The King thereupon ordered the expedition deferred for one year, and the impatient commander was ordered to assist in subduing the Indians, who were proving troublesome to their conquerors. To accomplish this took the better part of a year, but in March, 1513,[1] he sailed with three caravels, taking as pilot Anton de Alaminos, a native of Palos who, as a boy, had accompanied Columbus. The little fleet sailed among the Bahamas, touched at San Salvador, and then struck to the northwest. On March 27 (Easter Sunday), it came within sight of the mainland of Florida. They sailed along the coast until April 2, when anchor was dropped in latitude 30° 8′ and a landing was made. Ponce de Leon took possession of the country in the name of the King of Spain on April 8. From the day of its discovery, Pascua Florida, literally Flowery Easter, or from the green appearance of its shores, the land was given the name of Florida. Explorations were carried on

[1] Winsor, *Narrative and Critical History, U. S.* Some other authorities give 1512.

here for almost two months, and in these wanderings is supposed to have been included the site of St. Augustine. The caravels were then turned to the southwest, following the coast. On April 20th a landing was made near a cluster of Indian huts. When an attempt was made to sail away the currents were found to be so swift that no headway could be made and one ship was driven out of sight. On a second landing, the Indians showed themselves so hostile to the strangers that it was necessary to repel them by force. These aborigines were, from the beginning, troublesome; it may be with good reason. They were far more warlike than most of the Indians encountered by explorers in New England and other early settlements.

Putting to sea again Ponce de Leon rounded Cape Corrientes on May 8 and continued his voyage until he reached a chain of islands which he named The Martyrs. The Indians here proved even more vexatious than their comrades of the mainland. They attempted to steal the chains and anchors of the ships in order that they might gain possession of the vessels.

Still searching for Bimini, Ponce de Leon came upon and named the Tortugas. He then ran up the western shore to a bay in latitude 27° 30′. This for centuries after was known as Juan Ponce Bay. The caravels sailed in this direction until May 23 and then turned back. On June 14 the little fleet was again headed toward Porto Rico, still searching for the magic fountain. The search was continued from July 25 until September 27, when Ponce de Leon sailed for Spain, leaving one caravel under Juan

Perez to continue the search for Bimini and the fountain of youth.

Ponce de Leon, on reaching Spain, gave the King such glowing accounts of his new territories that the latter bestowed upon him the title of Adelantado of the Islands of Florida and Bimini. In addition, he gave him a new patent empowering him to settle "the island Bimini and the island Florida." This settlement was to be effected in three years after the date of the commission, but an extension of time was made until the date of the sailing of the expedition.

It was, however, many years before Ponce de Leon was able to take advantage of his new patent and continue his explorations in the new lands. The warlike tribes of the Caribs had first to be subdued, and where fighting was to be done there was work for this stout soldier. Permission was given him to employ troops engaged in this warfare against the Caribs for his explorations, when their subjection should have been accomplished. The natives of Florida were to be required to submit to the Catholic faith and they were to be left unharmed unless they refused allegiance to the King of Spain.

The Carib war and other matters detained Ponce de Leon until 1521. He had grown older and wiser and he had awakened from the visions of gold and eternal youth which had inspired his earlier voyage. On the eve of sailing on February 10, 1521, he wrote thus to the King of Spain: "Among my services I discovered at my own cost and charge the Island Florida, and others in its district which are not mentioned, as small and useless; and now I return

to that island, if it please God's will, to settle it, being enabled to carry a number of people with which I shall be able to do so, that the name of Christ may be praised there, and your majesty served with the fruit that land produces. And I also intend to explore the coast of said island further and see whether it is an island or whether it connects with the land where Diego Velasquez is, or any other; and I shall endeavor to learn all I can." To accomplish these purposes he carried with him priests, friars, horses, cattle and sheep, and about 400 men. The exact place of his landing is not known. He at once began the erection of dwellings for his followers, but scarcely had the work been undertaken when they were attacked by hostile Indians. While leading his men, Ponce de Leon received a dangerous arrow wound in his head. The attack was repulsed, but sickness spread among the people, unused to the strange clime, and Ponce de Leon soon realized the hopelessness of his endeavor. The attempt to colonize was abandoned and he, with his companions, embarked on board his ships and sailed for Cuba where, after a long and painful illness he died of his wound.

Thus ended the first attempt to explore and colonize the land now known as Florida. Although Ponce de Leon accomplished no definite results, his name stands highest in the roll of the founders of the Commonwealth, first because he was its discoverer, and hardly less because of the glamour of romance which hangs over his first voyage, and the high purposes with which he undertook the second. He was

one of the most gallant of the Spanish adventurers who first set foot upon the soil of America, and his record is unstained by the cruelty and rapacity which has made the memory of other Spanish explorers of his age less hallowed than execrated. His epitaph in Latin has thus been translated into English: "Beneath this stone repose the bones of the valiant Lion, whose deeds surpassed the greatness of his name."

While Ponce de Leon had been delayed in fighting the enemies of his King, other Spanish adventurers without waiting for patents or other formalities had made voyages to the lands which he had discovered. In 1516 Diego Miruelo, a pilot, made a trading cruise from Cuba to the coast of Florida. He discovered a bay on the west coast, which was probably Pensacola Bay. He traded successfully with the Indians and returned after a stay of one year. Francis Hernandez de Cordova in 1517 led an expedition to capture slaves in the Bahamas. He was driven by storms to the coast of Florida, where his pilot, Alaminos, who had accompanied Ponce de Leon on his first voyage, ran into a bay where he had been before. Here the Indians proved hostile and attacked the Spaniards with great fury, wounding many of them. The Spaniards in repelling the attack killed 22 of the natives.

There were several other explorers in these years, but they left no impress as the result of their voyages, and their exploits are of interest and importance chiefly to students and historians. Among these was Alonzo Alvarez de Prieda who, in 1519, sailed westward along the coast to the river Panuco in Mexico, which he named.

His voyage was the first to determine that Florida was not an island but a portion of the mainland. The voyages of Garay and Vasquez de Ayllon in 1520, 1523 and 1526 threw some new light on the discoveries of Ponce de Leon and made the general outlines of the coast familiar to the Spaniards.

The history of these earliest explorers would be incomplete without a record of that most unfortunate adventurer, Panfilo de Narvaez. This officer had been sent by Velasquez, Governor of Cuba, to supersede Cortes in Mexico, but that haughty conqueror had contemptuously driven him back. He then obtained a patent from Charles V. to acquire and colonize on the Gulf of Mexico from the Rio de Palmas to Florida. The grant was made on the condition that Narvaez was to found two towns and erect two fortresses. The title of Adelantado was given to him. After many vicissitudes by sea he landed, with 100 men, on the coast of Florida on April 15, 1528. The natives were called upon to acknowledge the sovereignty of the Pope and the King of Spain and were threatened with destruction if they refused. Here De Narvaez was told by the natives of a great and rich city called Apalache, in the interior, where much booty could be obtained. Leaving his ships with a portion of his men, he struck out with the remainder. When Apalache was finally reached, it was found to be a rude hamlet of about forty small cabins. The party was already in desperate straits for food, and after a month of almost unbelievable suffering, during which they were continually harassed by Indians, they again

reached the coast, on the northern shore of the Gulf of Mexico. Their horses had already been eaten and the metal work and accouterments were used to aid in the construction of such crazy boats as they with their rude implements could manufacture. In these frail vessels they put to sea. They were soon overturned by the waves and De Narvaez and all but four of his followers perished. Among the survivors was Cabeca de Vaca, the treasurer of the expedition. After years of wandering these castaways finally reached the settlements of Spain in Mexico. De Vaca, returning to Spain, published a remarkable narrative of his adventure, which may be read in the quaint English of Richard Hakluyt. For purposes of his own he spread abroad the mischievous falsehood that Florida was the richest country he had discovered.

The marvelous inventions of De Vaca fell upon receptive ears. Among his eager listeners was Hernando de Soto, an adventurer who had acquired some fame in the train of Pizarro the conqueror of Peru. He was a man of unbounded avarice and ambition and now sought for new fields of enterprise. He had asked for and obtained permission to conquer Florida, and the wonders unfolded by De Vaca and others gave him no lack of recruits for the adventure. Nobles and gentlemen contended for the privilege of joining his standard. He set sail from Havana with a large armament on May 12, 1539, and landed at the bay of Espiritu Santo, now Tampa Bay, in Florida. With him were over 600 men thoroughly armed and equipped. Priests also were in the train, carrying the

sacred vessels and vestments, with bread and wine for the Eucharist, for De Soto declared that his enterprise was undertaken for religious purposes alone. In addition to the religious paraphernalia, there were brought along fetters to bind prisoners and bloodhounds to hunt them down.

The wanderings of De Soto bear an important relation to the history of the Mississippi Valley; with Florida, proper, he had little to do except that he made his starting point within its borders. The story of the wanderings of the expedition through Georgia, Alabama and Mississippi is so well known that it need not be repeated here. After over three years of hardship and suffering in the search for gold and treasure, De Soto died miserably and his followers buried his body in the waters of the Mississippi. The survivors of the expedition, after great hardships, reached the Gulf of Mexico and finally arrived at a Spanish settlement on the river Panuco. Of the 620 who embarked upon the expedition, but 311 escaped alive. The bones of their comrades were scattered abroad throughout the wilderness which they had traversed.

The fate of De Soto did not deter others from attempting the conquest of Florida. A Dominican monk, Cancello, undertook the task of converting the natives to the true faith, but he, with several other priests, were murdered in the attempt. In 1558 an ambitious plan of colonization was formed by Guido de las Bazares. He explored the coast in an attempt to find a suitable place for the beginnings of his colony. Returning to Spain he dispatched a squadron with

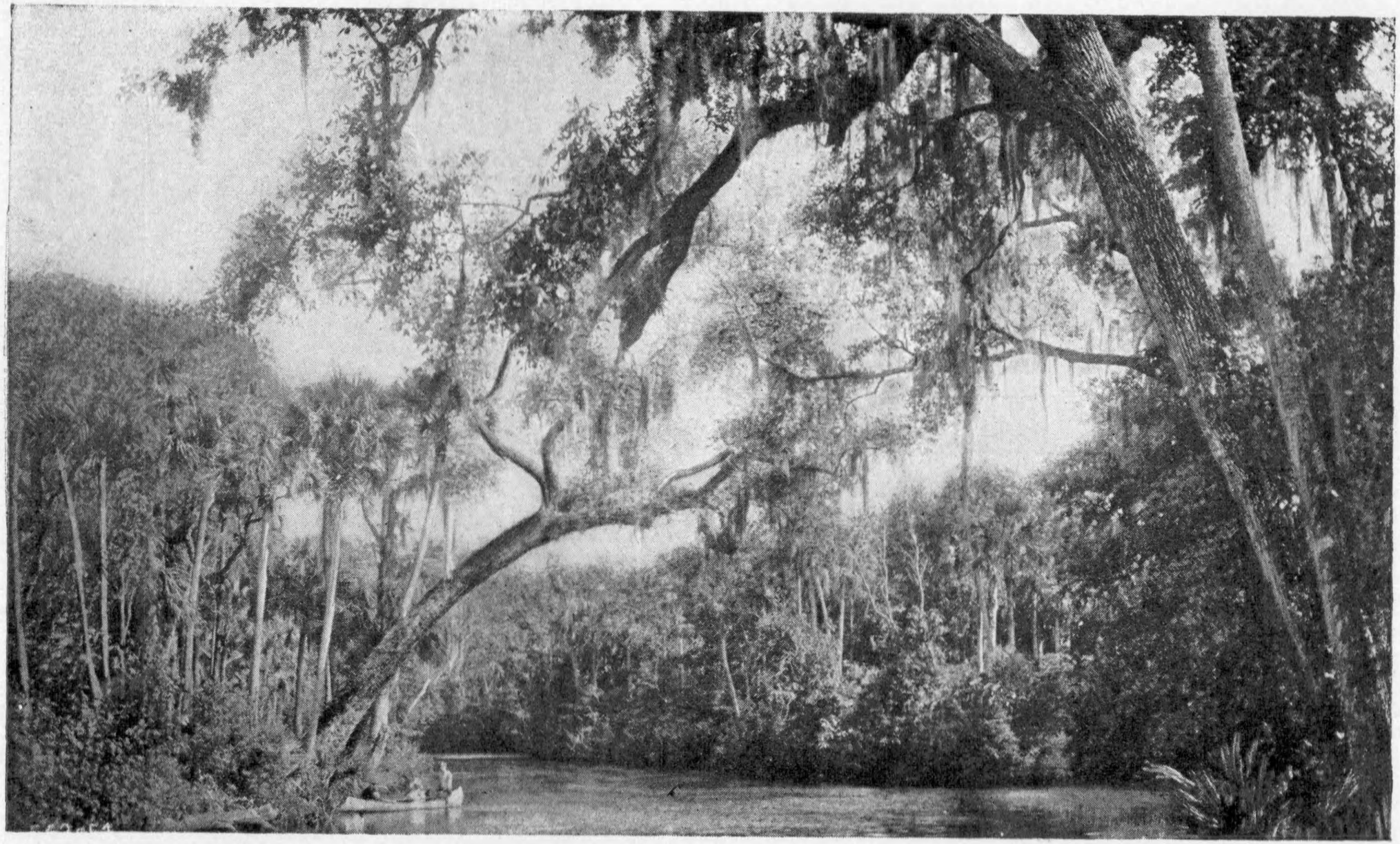
supplies and men, but this was dispersed by storms, and the expedition was a total failure. In 1559 Tristan de Luna landed at Pensacola, and explored a portion of the coast.

So far as concerned permanent occupation of the land, these various expeditions were without result. Spain had not yet gained a foothold in Florida, a name, it must be remembered, which was not limited to the territory that bears the name at the present time, but included the whole country from the Atlantic on the East to the longitude of New Mexico on the West, and from the Gulf of Mexico indefinitely northward to the Polar Sea. This vast territory was claimed by Spain as a result of the discoveries of Columbus, the grant of the Pope and the expeditions already mentioned. It was claimed, too, by England as a right of the discoveries of Cabot, while France based a still more shadowy claim upon the voyage of Verazzano and traditions of earlier visits of Breton adventurers.

The next attempt at conquest and colonization was made by Frenchmen under the jealous watch of Spain. The attempted settlement in Canada by Cartier and Roberval in 1541 Spain had regarded with hostile eyes, but the attempted colonization by Frenchmen on the coasts of Florida proper was to occasion in her even more distrust and alarm.

In 1562 France was disturbed by the approach of a religious war. The struggle between the Huguenots and the Roman Catholics was approaching a crisis. In those days there came to Gaspar de Coligny, Admiral of France and

Pine Lands



The Suwanee River

leader of the Huguenots, a dream of a colony in the new world where the French Protestants might be secure from persecution and destruction. This dream he swiftly turned into a reality. An expedition was organized under the leadership of Jean Ribaut, an excellent seaman and staunch Protestant of Dieppe. Enlisted with him was a band of veteran soldiers and a few noblemen. They embarked from Havre in two antiquated ships on February 18, 1562. Crossing the Atlantic without adventure they arrived on April 30 in latitude 29° 30′. This was the coast of Florida. The point which jutted into the water they called French Cape. The ships then turned northward and on the following day, May 1, they anchored at the mouth of a great river, where Indians running along the beach, beckoned them to land. This river they called the River of May. It is now the St. John's. After a short stay at this place they sailed onward. Voyaging north they came to a commodious haven which they named Port Royal. In all about three weeks were spent in these voyages of exploration. Ribaut left behind him 30 men who were to build a fort at Port Royal called Charles fort, and hold it for the King of France. He himself returned for additional men and supplies. This fort was probably near the city of Beaufort, S. C. The colonists left behind soon fell into difficulties. Their whole thought was of gold, and the labor of providing for subsistence was repugnant to them, for they were, for the most part, soldiers and sailors, with a few gentlemen. The Indians, too, after the first friendly advances became

hostile, probably through injustice and ill treatment. It was soon a difficult matter to find food. Homesickness fell upon them and soon their chief desire was to leave the spot where such hardships were endured. With great difficulty they made themselves rude boats and put to sea. They drifted about aimlessly for several days, when their supplies gave out and they began to suffer from thirst. Their hunger became so terrible that they killed and ate one of their number. Land finally came in sight, and soon afterwards a small English vessel bore down upon them, and after landing the feeblest of the survivors, carried the rest prisoners to Queen Elizabeth.

Jean Ribaut, as we have noted, returned to France to recruit emigrants for the new colony. He arrived just in time to take part in the fierce conflict which had then broken out between the Catholics and Huguenots. The struggle, however, was short-lived and ended by the Peace of Amboise. The Huguenots were in the ascendancy and Coligny, their leader, was again strong at court. He at once seized the opportunity and began to solicit, with success, the means of renewing his enterprise of colonization. He gathered together soldiers, artisans and tradesmen and a sprinkling of young Huguenot nobles, forgetting the most important class of all — tillers of the soil. The command of the expedition was given to René de Laudonnière.

The expedition set sail in three vessels, the smallest of 60 tons and the largest of 120 tons. On June 22, 1564, the coast of Florida was sighted. The little fleet entered the harbor of St. Augustine, which was given the name, River

of Dolphins, "because," says Laudonnière, "that at mine arrival, I saw there a great number of Dolphins which were playing in the mouth thereof." The commander then turned northward, following the coast until June 25, when he reached the mouth of the present St. John's, "the River of May." Here the vessels anchored and a party pulled to the shore. They were warmly greeted by several Indians who had come to gaze at the strange invaders. This cordial greeting greatly pleased the Frenchmen. "I prayse God continually," Laudonnière says, "for the great love I have found in these savages." He soon had occasion to amend his thanksgiving. On the following morning another landing was made and this time an expedition was made up the river where the Frenchmen saw for the first time, to their great amazement, alligators and innumerable strange birds. The spot at which they landed seemed an ideal site for the new colony. Around the Indian towns in the neighborhood were growing crops of maize, beans, pumpkins and other vegetables, while to their optimistic fancy the river afforded a roadway to the mines of gold and silver and the great stores of precious stones of which they dreamed. The building of a fort was at once begun, and was called in honor of Charles IX., Fort Caroline.

For a time all went well with the little colony; but the madness for gold, which always possessed these adventurers, remained unsatisfied. In addition, an attempt to play one Indian chieftain against another had resulted in trouble with both. The climate proved hot and sickly, the fare was bad, and altogether dissatisfaction prevailed.

This vented itself in complaints against the commander, who had placed the garrison of the fort upon half rations in order that the provisions might hold out. Two of the ships had returned to France while the three remaining had anchored outside the fort. On the returning vessels the malcontents sent home charges against Laudonnière of peculation, favoritism and tyranny. A number of the men mutinied and, taking advantage of their commander's illness, gained over nearly all the best soldiers in the fort. The mutineers sailed away in two small vessels which had been built, with the object of plunder and trade in one of the Spanish islands. The expedition resulted in disaster, and the mutineers returning were put to death.

The colonists, now reduced to desperate straits through hunger and homesickness, looked in vain for relief. Their chief desire was to return to France. The Indians had become hostile and the situation of the little band was perilous in the extreme. On August 3, 1565, Laudonnière, while walking on a hill, looked eastward and saw a great ship entering the river's mouth. This was followed by two others. The hope of succor was soon succeeded by fear that the newcomers might not be French but Spaniards. They proved neither, but an English vessel under the command of "the right worshipful and valiant knight, Sir John Hawkins," father of the English slave trade. Laudonnière purchased from him one of the smaller vessels and after a brief, but friendly visit, the Englishmen sailed away. Preparations were at once begun for departure, but on August 28, tidings were brought of an-

other approaching squadron. There was another alarm lest they be their enemies of Spain, but they proved to be the long looked for ships from France under the command of Jean Ribaut. Greetings had scarcely been exchanged with their comrades from France when, on September 4, the crew of Ribaut's flagship, anchored outside the bar, saw a great vessel sailing toward them, and, floating from her stern, the dreaded banner of Spain. Others followed in her wake.

The commander of the expedition which thus brought alarm to the French, was Pedro Menendez de Avilés, an officer of the Spanish marine. He had served the King at Flanders and in the Indies, where he served as commander of the fleet and army, and amassed a vast fortune. He fell into temporary disgrace, but was pardoned and his command was restored. To him came the great conception of the conquest and settlement of Florida by Spain, and to his plans the King lent a ready ear. Menendez was empowered to conquer and convert Florida at his own cost and the task was to be completed within three years. Shortly after, the tidings reached Madrid that Florida had already been occupied by French Protestants and that reinforcements under Ribaut were on the point of sailing thither. On the receipt of these tidings the force which Menendez had designed to take with him was greatly increased. He was given almost absolute power, not merely over the peninsula which now retains the name of Florida, but over all North America from Labrador to Mexico. His whole force amounted to over 2,600 persons and 34 vessels.

The chief desire of the commander was to anticipate Ribaut, of whose designs he had been fully informed, and to exterminate the French Protestants. He sailed with 11 ships from Cadiz on June 29, 1565, leaving the smaller vessels of his fleet to follow. After many misadventures by sea they discovered on September 4, four ships anchored in the mouth of a river. These ships were four of Ribaut's squadron, anchored, as told above, at the mouth of the river St. John's. The Spanish ships at once prepared for battle, but it was dark before they were able to come within speaking distance of the French. After some parley between the two fleets, Menendez gave his men the order to board. Ribaut was on shore at Fort Caroline. His men cut the cables of their ships, left their anchors and fled. The Spaniards fired and the French replied. The French sailors proved more skillful in maneuvering and ran their ships out to sea beyond possibility of Spanish pursuit. Menendez gave up the chase and turning his flagship ran back alone for the St. John's river. Here, however, he found the French prepared. Armed men were drawn up on the beach and the smaller vessels of Ribaut's squadron were anchored behind the bar to oppose his landing. He did not venture an attack, but steered southward, sailing along the coast until he came to an inlet which he named St. Augustine. This was the same waterway which Laudonnière had named River of Dolphins. Here Menendez found three of his ships disembarking their stores and guns. They had taken possession of a large structure which had formed the dwelling of an Indian chief. Around this

they were throwing up intrenchments, and gangs of negroes were toiling at the work. This was the founding of St. Augustine. On September 8, 1565, Menendez took formal possession of his new domain with impressive and pious ceremonials.

At Fort Caroline, in the meantime, the first shock of alarm and dismay had given way to discussions as to what had best be done,— whether to remain where they were and fortify their position, to push overland for St. Augustine and attack the invaders in their intrenchments, or to embark and assail the enemy by sea. The last course was decided upon and on September 10th the ships, crowded with the best of the French troops, set sail, leaving the remnant of the colonists behind, full of dreary forebodings.

Ribaut reached St. Augustine on September 11, and was at once seen by the crew of one of the smaller Spanish vessels, lying outside the bar. The Spaniards on the ships at once gave themselves up for lost, but a wind sprang up and they were able to find refuge behind the bar. On the following day, the ships of Ribaut, with their decks black with men, stood close to the entrance to the port, but the breeze in the meantime rose to a gale and then to a furious tempest and the French ships were scattered wide on the seas. Menendez at once showed the capacity of a great commander by taking the resolve to march at once to Fort Caroline with 500 men and attack and destroy it while its defenders were absent. September 19 found the vanguard of this force in a deep forest less than a mile from the fort. As they approached still closer

they met a solitary Frenchman, whom they knocked down and took prisoner. With the cry "Santiago! At them! God with us! Victory!" the Spaniards rushed upon their unsuspecting victims. There was no guard on the ramparts. Only a small company of men escaped. The rest were summarily butchered. About 140 persons were slain in and around the forts. Only the women, infants and boys under 15 years of age were spared. Of these there were about 50. It is affirmed that Menendez hanged his prisoners on trees and placed over them the inscription, "I do this, not as to Frenchmen, but as to Lutherans." The Spaniards gained a great booty in armor, clothing and provisions. "Nevertheless," says one of the pious eye-witnesses, "the greatest profit of this victory is the triumph which our Lord has granted us whereby His Holy Gospel will be introduced into this country, a thing so needful for saving so many souls from perdition." Three small French vessels were anchored within range of the Fort and upon these the cannon were turned when the storm had abated a little. One of them was sunk, but the others escaped down the river. The greater number of fugitives, including Laudonnière himself, finally after many hardships succeeded in boarding the French vessels and on September 25th, they put to sea. After the voyage, in which they endured many privations, one ship arrived at La Rochelle and the other at Swansea in Wales.

In the meantime the French ships which had appeared at St. Augustine had been cast upon the shores. One of the smaller ships, containing

about 150 men, landed further to the north than the others, on board which were 350 soldiers and sailors with Ribaut himself. Both parties started at once on the march back to Fort Caroline, each unaware of the whereabouts of the other. The smaller party was discovered by the outposts of Menendez, who had bivouacked his force on the sands of Anastasia Island.

Menendez sent a messenger to the little company asking who they were. They declared themselves "followers of Ribaut, Viceroy of the King of France." A brief parley ensued during which Menendez declared himself, and the Frenchmen gave an account of the disaster which had befallen them. The French were promised safe conduct to Fort Caroline and they approached the Spanish camp with confidence. They little knew the character of the man into whose power they had given themselves. Still professing friendship, he had his prisoners led away over a neighboring hill and there they were butchered by his men. Of the wretched company not one was left alive. Menendez then returned in triumph to St. Augustine. He was still apprehensive of Ribaut and the force which remained with him. Soon word came to him from the Indians that a large party of French had been found near the spot where his first victims had landed. He marched to the shore with 150 men and concealed his forces among the bushes. The French were separated from him by an inlet. They had made a raft ready for crossing, which lay in the water. Menendez and his men showed themselves, whereupon the French displayed their banners and set their

ranks in array of battle. The French asked for a parley and the Spaniards replied. Ribaut sent his sergeant major to confer with Menendez. The former reported that the French numbered 350 and were on their way to Fort Caroline. Menendez bade him tell his commander to come himself with four or five companions and that he pledged his word that the Frenchmen would be returned safe. Ribaut acceded to this request and crossed the inlet with eight gentlemen. Menendez first led him to the spot where the corpses of his followers still lay in heaps upon the sand. Ribaut was prepared for the spectacle for his envoy had already seen and reported it. In spite of what had occurred he urged that Menedez should aid him in conveying his followers home. The latter refused a direct reply and Ribaut returned to consult with his officers. Returning again he offered a ransom of 100,000 ducats in behalf of those who wished to surrender. Menendez, pretending to accept this, directed Ribaut to have his men brought across the inlet. Those who surrendered numbered 150. The remainder had retreated. When all had been landed Ribaut was led among the bushes and his hands were bound fast. He then saw that he had been trapped. After the French had been assembled the Spaniards closed around their victims. They were given an opportunity to recant the Protestant faith but they stoutly refused. Then ensued another butchery. Menendez himself in his report says that the lives of five were spared but the rest were all put to the knife. Menendez then again returned to St. Augustine where, while some blamed his cruelty,

most applauded. The 200 Frenchmen who refused surrender were nearly all captured and were made to labor as slaves in St. Augustine. Menendez at once dispatched a glowing account of his successes to the King of Spain. From Spain the news was carried to France.

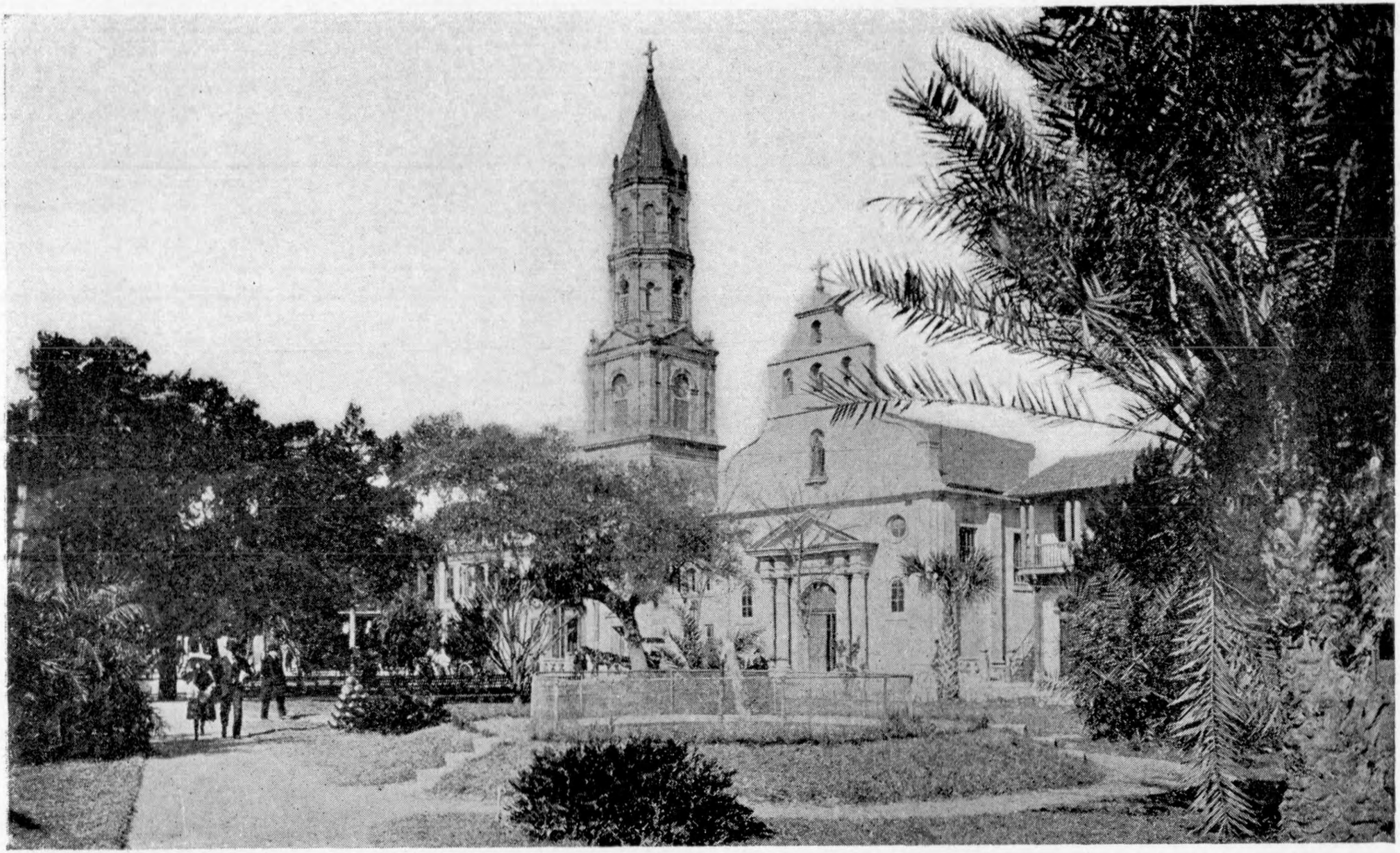
This savage butchery did not long remain unavenged. Unable to stir the French government to action, Dominique de Gourges, a soldier of ancient birth and high renown in France, took upon himself to avenge the wrong. Selling his inheritance he equipped three small vessels and on August 22, 1567, sailed for Florida. After many adventures he reached the mouth of the St. Mary's, 15 leagues north of the River of May. The Spaniards had in the meantime fortified St. Augustine and repaired Fort Caroline, which they called San Mateo. De Gourges enlisted the aid of Indians and marching stealthily through the forest, came upon San Mateo. The garrison took alarm at its approach, and a detachment sallied from the fort. They were all killed or taken by the French soldiers. Upon beholding this disaster those in the fort were seized with panic and they abandoned it in a body, fleeing into the woods. A body of Indians at once attacked them and only a few prisoners were saved alive. These were led under the inscription, "Not as to Frenchmen, but as to Lutherans," which Menendez had placed upon a tree, and there were hanged. Over them was nailed the legend, "Not as to Spaniards, but as to traitors, robbers and murderers." De Gourges had now fulfilled his mission. He had no intention of occupying the country for the Spaniards were in too great force

at St. Augustine. On May 3, 1568; he sailed away.

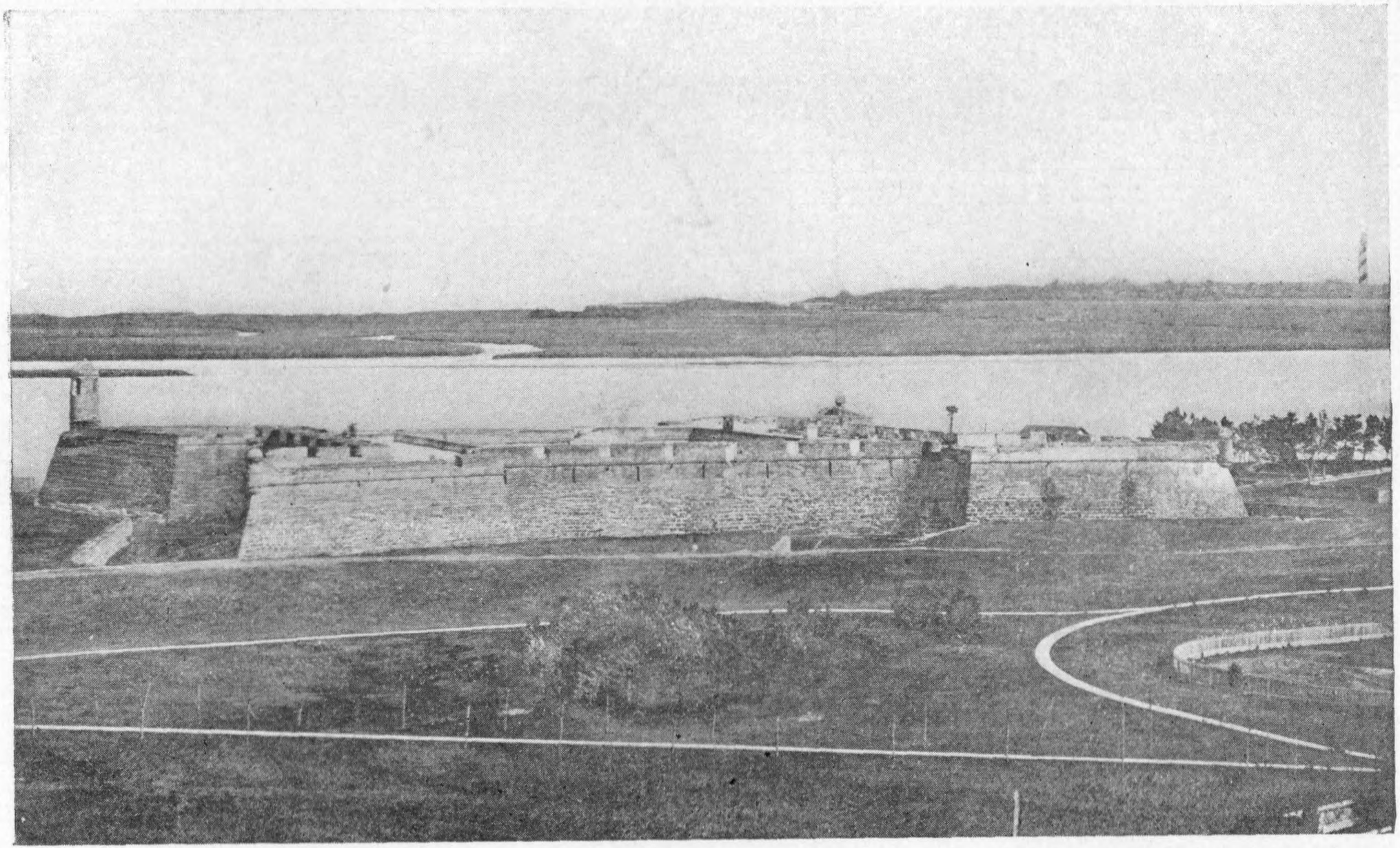
Menendez at this time was in Spain where he was high in favor at court. Returning he re-established the Spanish power in Florida, rebuilt Fort San Mateo and established several missions. Thus ended the attempt to plant French Protestantism in America.

In the years following these stirring events, the importance of Florida as a colony of Spain gradually diminished. No gold or other riches had been found — indeed, it is a notable fact that Florida is one of the few States of the Union in which gold has never been discovered — and to the authorities in Spain there was little interest in the development of new lands except as a source of mineral wealth. Settlement progressed slowly. Desultory efforts were made to convert the Indians to the Catholic faith and many missions were established throughout the territory.

In 1586 the inhabitants of St. Augustine were suddenly alarmed by the appearance off the coast of a squadron commanded by Sir Francis Drake, who was returning from a devastating expedition among the Spanish settlements in the West Indies. The famous commander landed a force at night and attacked the fort at the entrance to the harbor. He found this deserted and the garrison had fled in such haste that its treasure chest had been left behind. The English force advanced toward the town, when the inhabitants fled. An English sergeant, who commanded a detachment, was shot and killed from ambush. In retaliation for this Drake burned the town.



The Cathedral



Fort Marion

At that time it included among its buildings a hall of justice, a parish church and a monastery. After Drake and his ships had departed, the Spaniards returned and the town was rebuilt.

In 1638 the colonists conducted a successful expedition against the Apalachee Indians. The natives who were captured were employed in the construction of forts at St. Augustine and this vassalage continued for sixty years. In 1647 the families in the little city numbered about 300. Up to this time the government of the territory had vested in the family of Menendez, who had received a charter from the King of Spain. This family rule ceased about 1650.

The first of a long series of disturbances and disagreements with the English settlements in Carolina began in 1663 with the granting of the charter for South Carolina. It was claimed by Spanish authorities that land included in this charter touched on territory granted by the King of Spain. This feeling of hostility was augmented by the attacks on Spanish ships of piratical vessels commanded by Englishmen. In 1665 the pirate Davis sacked St. Augustine. The Spaniards alleged that these vessels took refuge on the South Carolina coast. As a result of these and other disagreements, in 1676 a Spanish force marched to attack the English on the Ashley river in South Carolina, but finding the colonists intrenched the Spaniards retreated. In the same year several Spanish galleys attacked Scotch settlements on Port Royal Island, burning many houses and destroying such property as they could find. These attacks aroused great indignation among the English.

The Governor of Florida, Juan Marquez Cabrera, undertook in 1681 to remove several tribes of Indians from the mainland to neighboring islands. The Indians resisted and before they could be subdued had burned several towns.

Up to this time no effort had been made on the part of the Spaniards to explore the territories under their rule. They had been content to fortify St. Augustine and carry on the work of the missions among the Indians. In 1692, however, the founder of New Spain fitted out an expedition to explore the western coast. Four years later the town of Pensacola was founded, but no other important attempts at colonization were made. In the main, the history of this period is one of petty changes in the government, accompanied by little real progress.

During these years the English colonists in the Carolinas had continued to grow in strength, and Governor Moore of South Carolina conceived the plan of attacking and capturing St. Augustine. The English Government authorized the expedition and a company of 600 militia was raised. Two methods of attack were adopted: A portion of the force was to go by sea, while the remainder was to form a land expedition, which was to sail in boats by an inland passage to the St. John's river and invest St. Augustine in the rear. The land force was the first to arrive and by a sudden attack gained possession of the town. The Spanish troops took refuge in a strong castle. When the sea force arrived, it was found that the guns at their disposal were of so small a caliber that no impression could be made on the

strong walls of the fort. The commander of the fleet thereupon started for Jamaica to procure heavier guns. Before he could return, two Spanish vessels appeared off the coast, and Governor Moore retreated, not, however, before he had burned the unfortunate town. It was long before the little city recovered from the effects of this blow. Moore did not rest here, but attacked and destroyed many of the Spanish settlements, captured a large number of the natives and broke up, as far as he was able, the Spanish missions.

In addition to these troubles with their neighbors on the north, the Spaniards now came into conflict with the French settlers in Louisiana. In anticipation of possible trouble, Pensacola was fortified. In 1718, Bienville, the French commander in Mobile, hearing that war had been declared between Spain and France, led an expedition with three ships against that settlement. The fort was surprised and taken, but was soon retaken by the Spanish. In the following year the French again returned and recaptured the fort. As they were not able to hold it, it was burned and the place was deserted. After the treaty of peace between Spain and France in 1722, Pensacola was restored to Spain.

Difficulties between Carolina and Florida continued to be acute. It was claimed by the English colonists that the Spaniards in Florida incited attacks of hostile Yemassee Indians against them. In order to protect their frontiers they erected a small fort at Altamaha, which they called Fort King George. The Spanish authorities claimed that this fort was erected on the territory of Spain and an attempt was made to

arbitrate the question. No agreement was reached and this continued to be a source of dissension for many years. In 1727 Colonel Palmer collected 300 militia and descended upon the Indian and Spanish settlements to the very gates of St. Augustine. The towns of the Yemassees were destroyed and large numbers of them were taken prisoners. This insured peace for a season.

Plans for colonizing the region now known as Georgia had for a long time been considered by the English colonists in the Carolinas, and the scheme was conceived of vesting in trustees the region between Altamaha and Savannah. The colony was originally designed for the poorer class of settlers. The leading spirit was James Edward Oglethorpe, a soldier and philanthropist. In 1732 he was given a patent for the region under the name of Georgia. A settlement was made by Scotch Highlanders on the banks of the Altamaha and a fort was built at Frederica. This settlement was on land claimed by Spain, and in 1736 the Spanish Governor at St. Augustine demanded the surrender of all territory south of St. Helena Sound as belonging to the King of Spain. Governor Oglethorpe maintained the right of England to the land and refused the demand. In anticipation of the Spanish attack which he knew would follow, he hastened to England to call attention to the threatening conditions. He returned to Georgia in 1739, having been made a major-general and given command of a regiment of soldiers. Fortifications were at once constructed and preparations made to repel invaders. The Spaniards at the same time greatly strengthened the defenses of St. Augus-

tine, and both sides sought the support of the Indians. The Creeks, the strongest of the nations, sided with the English. Before hostilities began, however, an attempt was made to settle the dispute by arbitration. English commerce had suffered greatly from Spanish interference and redress for this was demanded. Spain agreed to make restitution if the territory in dispute should be abandoned. This Oglethorpe refused.

War having broken out between Spain and England in October, 1739, General Oglethorpe planned an expedition against St. Augustine. His force consisted of 400 soldiers, several small vessels and several bands of Indians. The English commander captured several Spanish outposts on the St. John's river and ravaged the country about St. Augustine. He erected batteries on Anastasia Island and elsewhere in anticipation of a long siege. On June 25 an attack was made from the fort by 300 Spanish soldiers. The English were surprised and lost 20 prisoners. The Spaniards suffered even more. Their commander and 50 men were killed. His batteries completed, Oglethorpe demanded the surrender of the city. The governor, Monteano, refused. A bombardment was then begun on either side. As the fleet could not maneuver on account of shallow water, Oglethorpe was obliged to depend upon his batteries and on the hope of starving out the defenders of the city. A shot from one of his guns embedded itself in the walls of the fort where it still remains. On June 27 news was brought to the English commander of the arrival of several vessels at

Mosquito Bar. His own ships had been obliged to put to sea on account of easterly winds. The newcomers proved to be Spaniards, and Oglethorpe, feeling himself too weak to cope with these reinforcements, raised the siege on July 7th.

Hostilities between the Spaniards and English now ceased for several years. During this period, however, both sides were preparing for a new attack, and in 1749 a great expedition was organized at Havana with the object of destroying Savannah and exterminating the English settlements. Oglethorpe early apprised of this, began to strengthen his defenses. A fort was erected at St. Simons Bar and strong defenses were erected at Frederica. On July 5, thirty-six Spanish vessels, carrying over 5,000 men, passed the batteries and sailed up the river. Oglethorpe retreated to Frederica. The Spanish commander landed 5,000 troops four miles below the English camp and on the following day he sent out a detail to attack it. Oglethorpe met these, put the Spanish to flight and killed many of them. That night he attempted an attack upon the Spanish camp, but the alarm was given by a French deserter and the plan failed. What he had not been able to accomplish by force, Oglethorpe brought about by a clever strategy. He contrived to have a letter fall into the hands of the Spanish commander in which was given what purported to be the strength of the English forces and contained a postscript in which mention was made of an attack against St. Augustine which was on the point of being made by Admiral Vernon with a large fleet. The Spanish army left their camp in such haste that their dead remained unburied.

General Oglethorpe with less than 600 men had put to flight a Spanish force of over 5,000. In March of the following year he sallied to the gates of St. Augustine and killed forty Spaniards. This put an end finally to Spanish aggressions against English colonists in Georgia.

The treaty of 1748 brought temporary peace between Spain and England. War broke out again in 1762 and resulted in the capture of Havana by English forces. This cut off St. Augustine from its base of supplies and placed the colony in a critical position. England, which had long coveted the territory of Florida, offered to exchange Havana for Florida and the Bahamas. Spain agreed and in 1763 the Spanish lands passed into the possession of Great Britain.

Here ends what may be called the Era of Adventure in the history of Florida. This had lasted nearly 300 years, from its first discovery by Ponce de Leon to the English occupation. During that time Spain had accomplished almost nothing in the colonization of her possessions. There were two small settlements at St. Augustine and Pensacola, but in the interior of the country there were only a few Indian missions.

For many years following Florida was little more than a pawn in the diplomatic game of the nations. The history of this period is not interesting and may be passed over briefly. England began at once to organize the territory, which was divided into two provinces, East Florida and West Florida. West Florida embraced roughly what is now Louisiana and portions of neighboring States. East Florida comprised, in the main,

the borders of the present State. Under English rule a period of prosperity set in. Civil government was established in both provinces and immigrants were induced to settle within their borders. In 1769 Andrew Turnbull brought a band of about 1,500 Minorcans, whom he employed in the cultivation of indigo at New Smyrna. These were, in 1776, removed to St. Augustine. Pensacola was made the capital of West and St. Augustine the capital of East Florida. Roads were laid out, some of which are still in use.

This period of prosperity continued until the outbreak of the American Revolution. Florida took little or no part in this conflict. The transfer to Great Britain had been too recent for the growth of disaffection, but some of the inhabitants were in sympathy with the colonists. The territory was used largely as a refuge for loyalists who fled from other States. In 1778 over 2,000 loyalists from the Carolinas sought safety within its borders. Several plans were made to invade the territory but these came to nothing.

War broke out between Spain and Great Britain in 1779, and Don Bernardo de Galvez, the Spanish Governor at New Orleans, led an expedition which seized the greater number of the English forts in West Florida. In 1781 he captured Pensacola.

After the close of the Revolution, Great Britain, having lost her other American colonies, found Florida of little importance, and by the treaty of September 3, 1783, East and West Florida were again ceded to Spain. Most of the English settlers found Spanish rule repugnant and

left the territory. In 1800 Spain ceded to France all of West Florida west of the Perdido river, thus giving up the most valuable portion of the territory. France, in 1803, sold Louisiana to the United States.

After the Louisiana purchase a troublesome question arose as to how much of the territory east of the Mississippi was included in the land ceded by France to the United States. Up to 1762 Louisiana had reached the Perdido river, Florida's western boundary, but this was retroceded by Spain in 1800 and the United States succeeded to what France had recovered. Spain, however, still claimed West Florida. That portion of Louisiana between the Perdido and the Mississippi had been obtained by them by conquest from Great Britain during the Revolution. The United States regarded this claim as unsound. West Florida was considered to be a portion of the Louisiana purchase. In order to avoid hostilities an attempt was made to purchase the disputed territory from Spain. Largely through the influence of Napoleon, these offers were rejected.

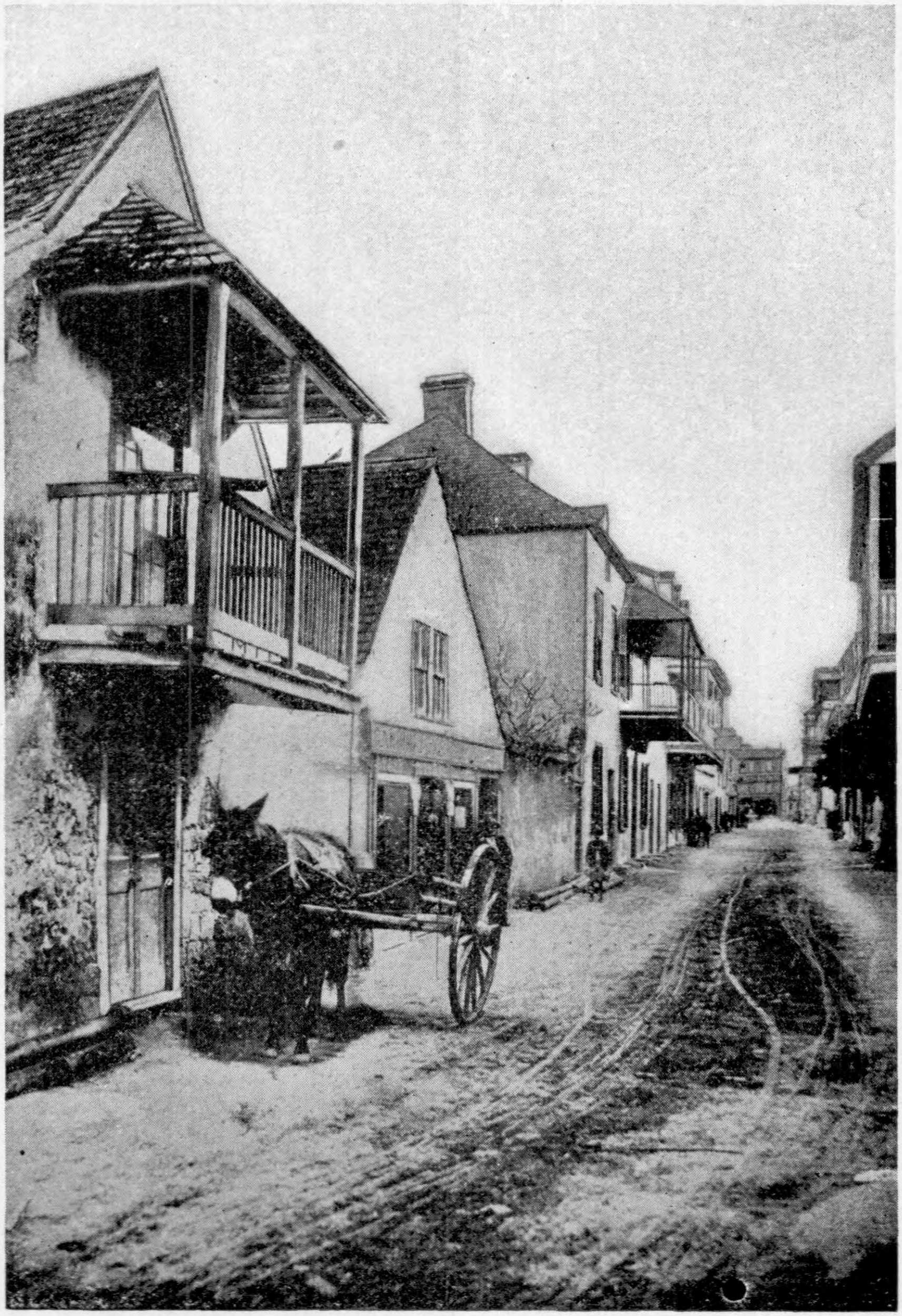
In 1810-11 the United States troops occupied West Florida to save it from the aggressions of Great Britain or France.

The American government was convinced also of the necessity of acquiring East Florida. This territory was the refuge of filibusters, hostile Seminole Indians and runaway slaves. The English Government had employed these in its service during the War of 1812, and had made Florida the base for hostile raids. A fort built by the English at Apalachicola had been occupied by

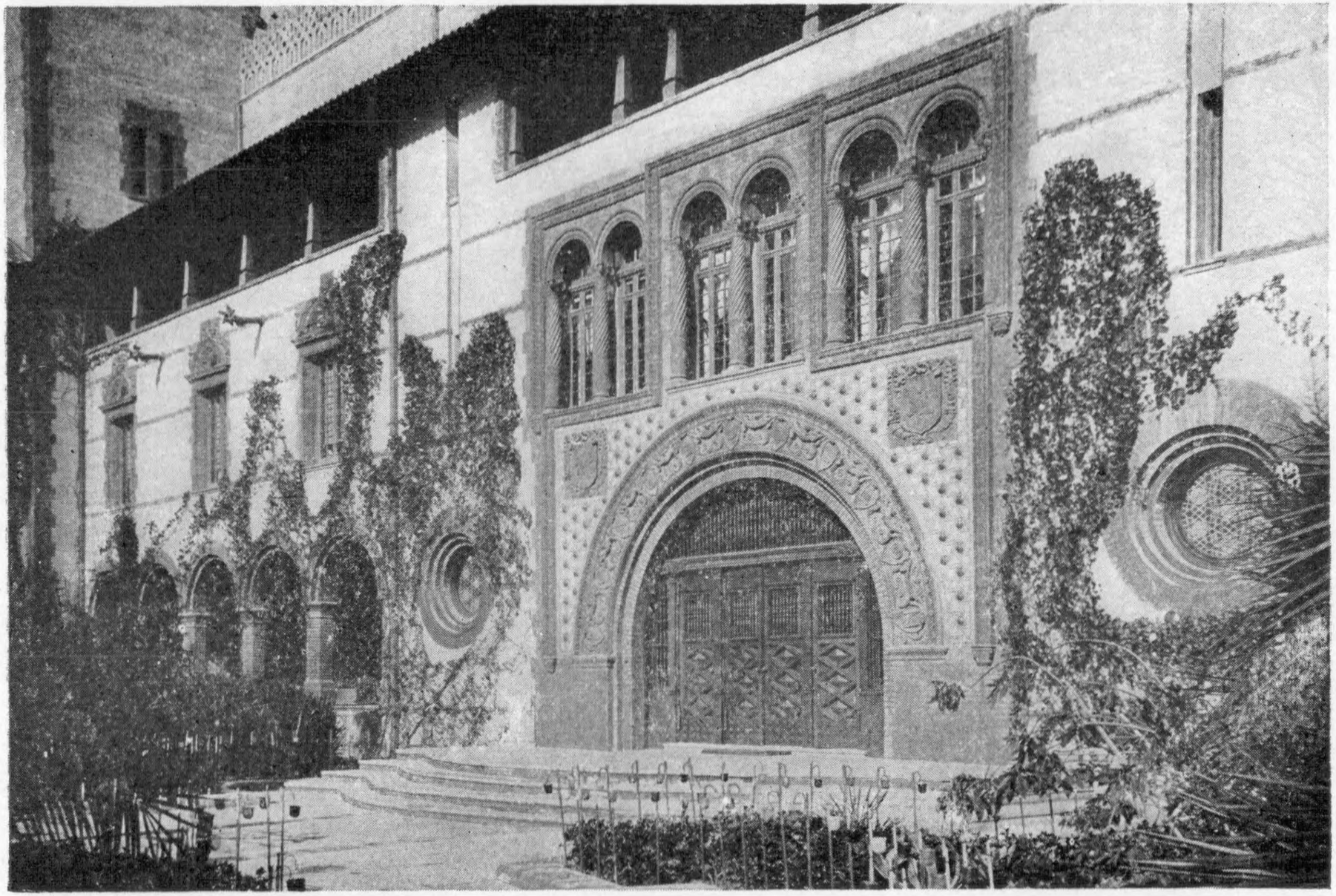
runaway negroes. Spain was unable to preserve order, and on July 27, 1816, the American General Gaines crossed the borders, bombarded this fort and captured Amelia Island, the resort of the outlaws. These collisions finally grew into open hostilities and this brought about what is known as the first Seminole War. In June, 1817, Andrew Jackson was given command in Georgia. Assuming that he had the support of the government he at once began clearing out the filibusters in Florida. He led his forces into East Florida and finding there two officious English subjects named Ambruster and Arbuthnot, who were stirring up the Indians, he put them to death. This characteristically impetuous action brought great embarrassment to President Monroe and his Cabinet. Calhoun wished Jackson censured, while all the other Cabinet officers were ready to disavow the deed. The posts seized by Jackson were given up, but Spain was now ready to sell, and in 1819 East and West Florida were formally ceded to the United States. The treaty was ratified in 1821, but civil government was not established until the following year.

General Jackson was appointed military governor of the new territory and held the office until 1822, when he was succeeded by William P. Duval, the first civil governor.

The settlement of the newly acquired lands was slow, to a great extent on account of difficulties with the Indians. These were the so-called Seminole tribes, which originally formed a part of the Creeks, but separated from the main confederacy and overran the Florida Peninsula, when the Creek country was almost depopulated by the



In Old St. Augustine



Doorway of Hotel Ponce de Leon

English in 1702-3. Among them were also descendants of the Yemassees who had been driven out of Carolina by the English in 1715. There was also a considerable negro element from runaway slaves. In 1822 they were reported to number 3,100, besides 800 negroes living with them. The settlers in Florida demanded the removal of these tribes to lands west of the Mississippi, and on May 9, 1832, a treaty was signed by the representatives of the United States and chiefs of the Seminole Indians, in which the latter consented to such removal. A delay of two years occurred before the treaty was ratified and this produced an unfavorable effect upon the Indians. When preparations were finally made for their removal, many refused to go. The year 1835 was spent in fruitless negotiations. Outrages perpetrated by both Indians and white settlers caused bad feeling. At the end of this year the Seminoles had divided into two parties. Those abiding by the treaty took refuge in Fort Brooke, and the others, under the famous leader, Osceola, resorted to arms. This redoubtable warrior was the son of an English trader and an Indian woman, the daughter of a Creek chief. He had removed to Florida when very young and had acquired great influence among the Seminoles and took the lead in opposition to the territorial aggressions of the whites. In 1835, his wife, a half-breed daughter of a fugitive negro slave, was reclaimed as a slave by her mother's former owner, and Osceola, infuriated by this, threatened revenge. He was temporarily imprisoned, but on being released began the attacks on the whites which opened the Seminole War. A

United States government agent, named Thompson, and several others were treacherously killed by Osceola. The American troops in the territory were garrisoned in two forts, Fort King near the Ocklawaha river and Fort Brooke at Tampa Bay. All together they numbered less than 450 men. Between these two forts in almost inaccessible swamps lay the rebellious Indians. A detachment of soldiers, numbering 110 men, under the command of Major Dade, marching to Fort Brooke from Fort King, was surrounded by Indians on December 28, 1835, and all but three of the men were killed. This atrocity aroused great indignation throughout the country. Three days later General Clinch defeated the Indians on the Withlacoochee river. He then retired to Fort Drane. At that time the military forces of the United States were divided into two divisions, eastern and western. Of these General Gaines commanded the Western and General Winfield S. Scott the Eastern. General Gaines, hearing of the massacre of the American force, sailed for Tampa on the "Louisiana" with a considerable number of troops. Learning that General Scott had been directed to take command of the campaign in Florida, he withdrew. Soon afterwards Scott took the field with a large force, carrying on the campaign in March and April, 1836. There were, however, few results from this. In June, Governor Call, who had taken over the command, inflicted a defeat on the Indians, and the greater number of them withdrew to South Florida. In March, 1837, the chiefs capitulated, and agreed to emigration. The agreement, however, was not carried out, but during

the process of the negotiations, Osceola was seized by the Americans and held captive. He soon afterwards died. The war continued, and in May, 1838, General Taylor, who five months previously had defeated the Indians at Okechopee, took command. A desultory struggle now continued for several years. In 1841 Colonel Worth took command of the American troops and entered upon an active campaign in which he penetrated the Everglades to which the remnant of the Indians had fled and compelled them to surrender. This war was the bloodiest ever carried on with the Indians. It cost the United States thousands of lives and the expenditure of $10,000,000. The Indians, with the exception of a few hundred, who remained in Florida, were removed to the Indian Territory, where their descendants constitute the Seminole nation.

A convention to formulate a constitution for Florida was held in 1839 and in 1845 the territory became a State of the American Union. Settlement in the new State lagged and population increased slowly. There was, however, a steady growth. No events of historical importance occurred until 1861 when, by an ordinance of secession declaring Florida to be "a sovereign and independent nation," she joined her sister States in rebelling against the Union. The important coast towns which were open to attack were readily captured by Union forces. Fernandina, Pensacola and St. Augustine were taken in 1862, and Jacksonville in 1863. An attempt to invade the interior of the State in 1864 failed, and the Union forces were defeated in a battle at Olustee, February 20, 1864. A new State government was

organized by Andrew Johnson and a provisional governor appointed in 1865. The Fourteenth Amendment was rejected by the legislature in 1866 and Florida was soon afterwards made a member of the Third Military District. It remained under military rule until 1868, when a new constitution was framed and ratified by the electors.

From this period onward the State has grown industrially and has been in that happy condition in which it has had little political history. What it has come to be as a prosperous and progressive Commonwealth is shown in the following pages.

Antiquities of Florida

Almost all the Spanish antiquities of the State, concerning which any historical facts are known, are in the cities of St. Augustine and Pensacola, and are to some extent described elsewhere in the description of these cities. But over the whole northern part of the State isolated ruins are found, sometimes near settlements, sometimes hidden in the depths of an almost primeval forest, relics about which only vague tradition and popular legend have anything to say. Sometimes they are apparently the remnants of fortified houses, sometimes of Franciscan missions and monasteries, sometimes of sugar mills. Near them the soil occasionally still shows the traces of early cultivation by the Indians, by the Spaniards or by the English. Florida history has perhaps not received all the study it deserves. Much, doubtless, might be discovered about the State's ruins, and it is to be hoped that local antiquarians will some day lift a little of the mystery that lies over them.

The origin, date, and purpose of the many mounds of Florida are equally uncertain. Both shell and sand mounds are found all over the State. They are evidently the work of the aboriginal race of the region, and they generally yield to the digger fragments of pottery, sometimes bones, and more rarely silver trinkets, beads, etc. They might well form a subject of winter investigation by any tourist willing to turn archæologist.

The mounds are of two kinds, shell and sand. The former might be subdivided into those composed of fresh-water, and those of salt-water shells. The fresh-water shell mounds are found along the St. John's river and other streams. They are often of considerable length and breadth, though rarely of any great height.

The shell mounds of the coast are very numerous, both on the Atlantic and on the Gulf. They are often in the form of mere ridges, more or less shapeless accumulations. But sometimes, as in the well-known Turtle Mound at New Smyrna, and the mounds at Charlotte Harbor and Cedar Keys, they are more strikingly symmetrical, and force one to believe that they must have been intended by their makers for burial and religious purposes.

Opinion as to the origin of these mounds is varied and mostly vague. It is fairly certain that the shells are the accumulation of many years during a time when shell-fish must have been one of the most important foods of the natives. The mounds may mark the sites of large permanent settlements, or of camps to which the inhabitants of the interior resorted to subsist on sea food while their crops were

ripening. The amount of shells is so great, so astounding, that one is forced to the conclusion that the shell mounds must have been long years in building, unless at some period the aboriginal population was much greater than any of the early writers report it to have been.

It is certain that at the time of their building, or later by invading and conquering tribes from the north, they were used for burial purposes. Human bones have been found and it is claimed evidences of cannibalism.

The sand mounds are scattered through the State, perhaps the most interesting being the so-called "Kissimmee System" of mounds on Parton's Island, which resemble the earthworks of the mound-builders of the Mississippi valley. The sand mounds seem occasionally to have been designed as protective fortifications; occasionally as burial mounds. At Charlotte Harbor and near Lake Okeechobee (Dougherty Mound) interesting mounds are to be seen. Mount Royal on the St. John's is famous.

There is a fairly extensive literature on the subject in archæological journals and in the reports of the Smithsonian Institute at Washington. To these the reader who would like further facts and speculations, is referred.

Osceola

Death of Waxe-Hadjo

TOPOGRAPHY AND GENERAL CHARACTERISTICS

FLORIDA is the most southern of the United States, lying between 24° 31′ and 31° N. latitude, and 79° 48′ and 87° 38′ W. longitude. It is the largest State east of the Mississippi, its area being 58,666 square miles — of which 3,805 are water. It has the longest coast line of any State in the Union, 472 miles on the Atlantic Ocean, 674 miles on the Gulf of Mexico.

Its configuration, of a great peninsula extending toward Cuba and the West Indies, between the Atlantic and the Gulf, with a long western arm along the north coast of the Gulf, separating Georgia and for the most part Alabama from its waters, makes it noticeable on the national map, and is familiar to almost everyone.

Nearly all the Atlantic Coast consists of sand dunes behind which is a salt lagoon. This is largely true of the Gulf Coast. The curving line of the East Coast is continued south and west into the Gulf by the chain of islands known as the Florida Keys, ending, beyond Key West, in the Dry Tortugas.

The western arm of the State is topographically like Southern Alabama, a rolling hill country sloping to the plain next the gulf. The peninsular part of the State is largely formed upon a limestone foundation, overlaid toward the extreme south by coral deposits. It is in this underlying limestone that flow the numberless underground streams which feed the remarkable

Florida springs and the artesian or flowing wells which are found almost all over the State. This same peculiar drainage system explains the vast body of fresh water forming the Everglades and finding its outlet by breaking through the limestone and coral rim which keeps it at a level of some twelve feet above the sea. Altogether the Floridian water is one of the most interesting and curious things about the State.

Some of the springs are of great size and volume. Silver Spring and Blue Spring in Marion County, Blue Spring, De Leon Spring, Orange City Spring in Volusia County, Chipola Spring in Jackson County, Espiritu Santo Spring in Hillsboro County, Magnolia Springs and Green Cove Springs in Clay County, Suwanee Spring in Suwanee County, White Sulphur Springs in Hamilton County, Wekiva Springs in Orange County, Wakulla Springs, Newport Sulphur Spring and Panacea Spring in Wakulla County, are the best known. To give but one example of the magnitude of their flow, the Green Cove Springs discharge about 3,000 gallons per minute, while from the Silver Spring flows a stream which floats the Ocklawaha steamers. At several places on the coast, springs rise in the sea itself, one notably, near St. Augustine, rolls back the waves as if it were a sand bar.

These springs and underground rivers feed also Florida's innumerable lakes which lie in sink holes in the limestone. Of these there are in the central region alone, between Gainesville and the great lake of the south, Okeechobee, approximately 30,000. Orange, Crescent, George,

Weir, Harris, Eustis, Apopka, Kissimmee, Tohopekilaga, and Istokpoga are the principal ones. Okeechobee itself, though shallow, covers 1,250 square miles.

Through the central part runs a ridge or watershed which divides the Atlantic and the Gulf water-systems, though it rarely rises above a few hundred feet. The elevation of the State is less than that of any except Louisiana. Its highest point, Table Mountain in Lake County, is only 500 feet high.

The St. John's is preëminently the great river of the State, within the boundaries of which are both its source and its mouth. It is navigable for 250 miles. The Withlacoochee is the other important river wholly within the State. The four other large rivers, the Escambia, the Choctawhatchee, the Apalachicola and the Suwanee — famous mostly in song — rise in Alabama and Georgia and flow through Florida to the Gulf.

Fernandina has a fine harbor, and dredging works and jetties have made the St. John's serve Jacksonville in this capacity. Otherwise the Atlantic Coast possesses no harbors of importance.

The west coast is better provided; Charlotte Harbor, Tampa Bay, and Pensacola Bay are the most important, Pensacola indeed in natural advantages being often claimed as the best of all Gulf Ports.

The soils of Florida are to be divided roughly speaking into three classes. The pinelands, sand mixed with some vegetable loam and resting upon a substratum of clay or limestone, cover almost half the area of the State. "Hammock"

land is of similar ingredients, though richer and supporting a more varied and luxuriant forest growth. "Hammocks" are interspersed in the pine lands through many parts of the State. The word "hammock," variously explained to the visitor, is probably the word which the aboriginal Indian inhabitants used; it is said to be the only survival, in modern Floridian speech, of the language of that earlier race.

Alluvial or swamp lands are found in east and south Florida. These are the richest in the State, but can be cultivated only when drained.

The Spanish explorers came to Florida first of all for gold. Remembering this, it is interesting to note that no metal of any kind has ever been discovered in the State. The principal mineral is phosphate, both rock and pebble. The rock phosphate is mostly in Marion County. The pebble phosphate is found in scattering deposits in a belt about 30 miles wide extending from Tallahassee to Lake Okeechobee, most rich in Hillsboro, Polk, De Soto, Osceola, Citrus and Hernando Counties. The value of these deposits, used in the manufacture of fertilizers, was unrealized twenty years ago. But Florida's production is now more than half of the whole output of the United States, and enormously valuable.

Florida is also the chief source of Fuller's earth and kaolin, a clay used in porcelain manufacture.

The flora of the northern part of Florida is similar to that of southeastern North America; but that of south Florida seems a kind of connecting link between that of North America and that of the West Indies and South America.

Forests still cover almost half the State, chiefly in the northern part. Yellow pine is one of the most important products of the State, cypress is also a valuable timber.

The fisheries of Florida are very valuable. Some 600 varieties of fish are found in Florida waters. Mullet, shad, red-snapper, pompano, sheepshead and Spanish mackerel are the chief commercially, the tarpon and the king-fish being taken mostly in sport. The sponge fisheries around Key West are of considerable value. Oysters grow in the greatest profusion along the Floridian lagoons, but the expense of transportation — and its slowness — have so far prevented them from being to any extent rivals of the northern oysters. They, as well as fish, are, however, to be enjoyed by the visitor to the State.

The principal occupation of Florida is agriculture, although even now only a surprisingly small part of the State's area is improved and occupied. Of public lands open for entry, there are still 391,361 acres of surveyed land, 61,648 of unsurveyed.

Fruits are normally the chief crop, oranges, lemons, limes, grape-fruit, pine-apples, bananas, guavas, pears, peaches, grapes, figs, pecans being the most important.

Orange culture was formerly an industry all over the State, but severe frosts having destroyed many of the northern groves, the orange growers are increasingly to be found farther south, while the northern lands are being devoted to less tender fruit trees, or to garden vegetables and strawberries. With increased transportation facilities Florida early fruits and vegetables

are beginning to take the position they deserve in the northern winter markets.

The pineapple is raised in south Florida successfully and is a most valuable crop.

Indian corn, rice, and cotton are raised, though not in quantities which compare with the other Southern states.

Tobacco, however, is an increasingly valuable crop, though the State can by no means raise what is required by its extensive manufactures; 3,195,000 lbs. were produced last year.

Florida manufactures, though increasing, are not relatively important, with the exception of the manufacture of tobacco. The cigar factories of the State, mostly at Tampa and Key West, turn out a large part of the cigars of the United States.

The population of Florida in 1910 was 751,139. Its railway mileage is 4,252 miles. It has local option and there are 35 prohibition counties.

CLIMATE

THE question of climate is to many visitors to Florida the all-important and all-absorbing one. It is to escape climatic conditions which they do not like that most tourists come South, and trustworthy and accurate information is essential to them. Florida makes the claim to have a climate which is in some respects the best in the world. But the fair-minded visitor must bear in mind that only in averages is anything true about any climate in the world, and that there are exceptions to every rule. There are seasons in Florida which must be termed, comparatively speaking, good and bad.

Florida may in truth be said to offer summer in winter, yet there are exceptional years when the cold somehow manages to invade the peninsula. It is common for people to say that "the climate must certainly be changing," that "such things as frost" were unknown "in the old days." Their view is scarcely borne out by facts.

In 1765 John Bartram, an English botanist, whose pleasant book is well worth reading, spent the winter in East Florida. He recounts that on January 3rd at St. Augustine the ground was frozen to the depth of an inch and that all the lime, citron, and orange trees were destroyed.

In 1774 there was a snow storm over all the territory.

In 1822, in February all the fruit trees in West

Florida were killed. In 1828 the same thing happened in East Florida.

In 1835 there was a famous frost. The St. John's was frozen several yards from each shore.

There have been "big freezes" since. It is probable there may be more. Yet one may say safely that there is a frost line and that a certain portion of South Florida is safe from danger, while above this line there is ordinarily to be counted on a summery winter. Blue skies, soft airs, golden fruit and bright hued flowers do make the Florida picture, and the Northern visitor may be sure of finding them.

Florida, climatically, is generally explained as being divided into three zones, called for convenience, northern, semi-tropical, and sub-tropical Florida. The first of these lies north and west of a line drawn from Cedar Keys on the Gulf Coast to Fernandina on the Atlantic, the Gulf Coast being cooler for its latitude than the Atlantic. The warm waters of the gulf do not extend their influence far inland, and the elevation of this northern zone also makes its climate more like that of Alabama and Georgia. The winters are cooler and the summers warmer than they are in the more southern zones.

Semi-tropical Florida may be said to extend to a line between the mouth of the Caloosahatchee on the west coast to Indian River Inlet on the east. This is the largest part of the Florida frequented by winter residents or visitors. Its range of extremes of temperature is less than that of northern Florida. Its climate is equalized and tempered by the wonderful influence of

the Gulf Stream. It is scarcely necessary to describe this great ocean river which issuing from the Strait of Florida flows along the Floridian coast and then gradually out to sea, passing Hatteras and ultimately turning northeast where it finally tempers the west coasts of Ireland and Scotland. (It will surprise many Floridians to learn that there are favored spots on the west coast of Scotland where palms will grow in the open.)

The prevailing Florida winds are east and they bring constantly in and sweep constantly across the peninsula towards the Gulf a supply of fresh, pure, highly oxygenized air. The peculiar combination of warmth and salty freshness is something which it is difficult if not impossible to match elsewhere. To be warmed, soothed, and yet at the same time invigorated is a sensation which is almost incredible to those who have not felt the breath of the southeast trade-wind pour in over this favored land.

In sub-tropical Florida the Gulf Stream is even closer to the shore (it leaves the coast near Jupiter Inlet) and its influence still greater. The nearness of the great fresh water expanse of the Everglades helps to make this the most equable region of the State, and so of the United States. Its summer and winter temperatures are closer together and it is safely below the frost line. It is perhaps in this region that the Florida climate is most wonderful.

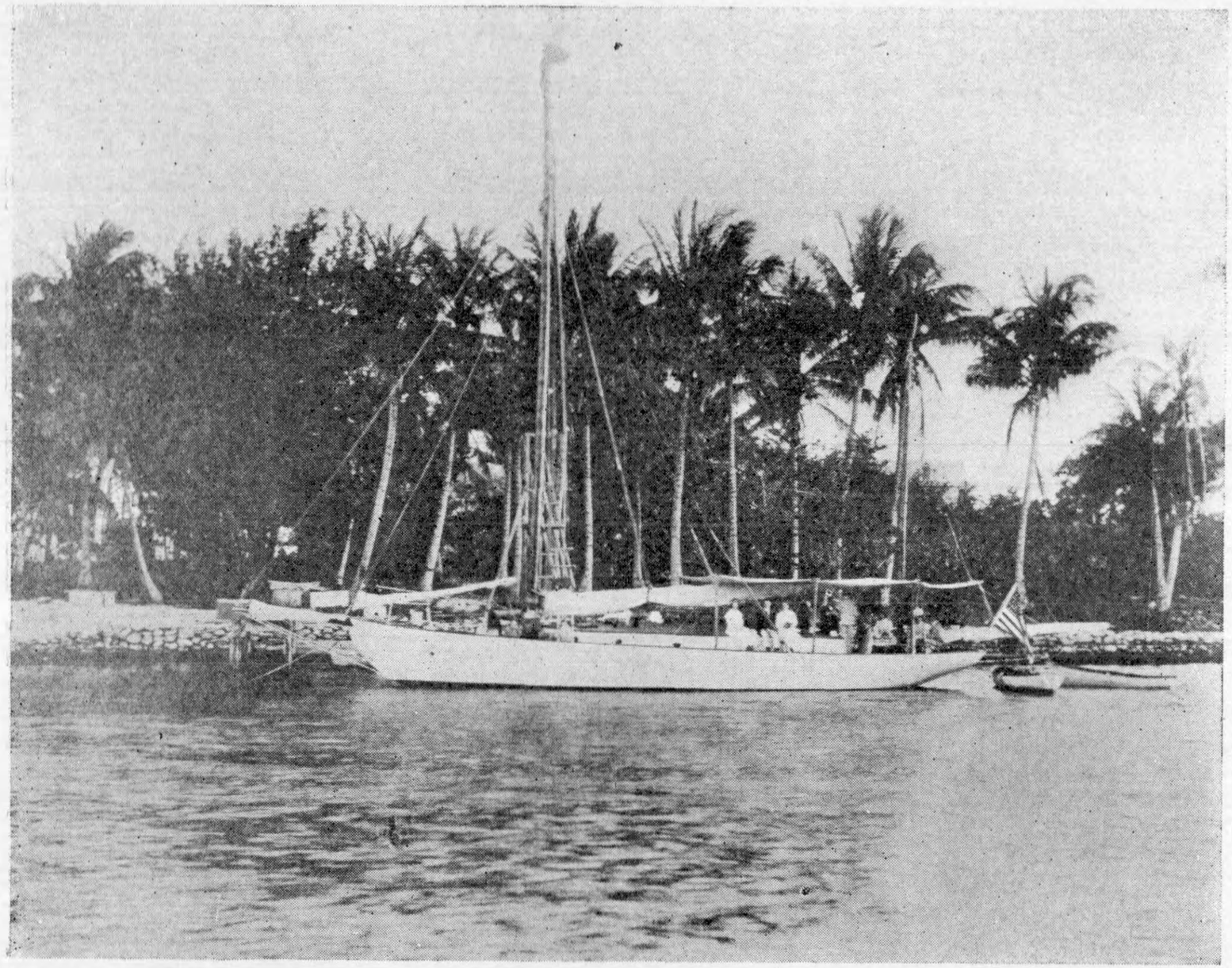
Yet there are many who will prefer the somewhat greater variation of the other zones, who will enjoy seeing the modified Floridian version of winter change to spring, and who will find

more charm in the mingling of northern deciduous growth with the southern flora, than in the more definitely tropical vegetation of the extreme south. Each region of Florida has its lovers and its impassioned advocates. It is largely a question of the visitor's taste where he will find himself best pleased. In any case the search for the climate which will exactly suit him will be an agreeable one, and it may confidently be asserted that on the whole the Florida weather has few equals and no superiors in the world. Experts sometimes allege that the island of Formosa is a worthy competitor, but a winter jaunt to an island in the Pacific off the coast of China is not within the possibilities of the ordinary tourist.

California, which is a rival of Florida, has the misfortune to have its rains come in the winter instead of in the summer and early autumn when Florida's come. And it unquestionably lacks the peculiar soft tranquilizing quality which Florida possesses.

Florida was once strongly recommended for pulmonary complaints. It is certain that its climate does not encourage them; on the other hand for actual cure it is not perhaps so efficacious, according to modern ideas; as a colder, drier climate. Throat affections are, however, relieved if not absolutely cured by it. And though the fact is perhaps not thoroughly recognized, nervous patients find great relief in the gentle airs from the Gulf Stream.

It is quite possible to spend the summer in Florida, though the inhabitants of the interior seek the sea beaches during that season when



At the Mouth of the Miami River

Pineapple Plantation

they can. The heat of the days does not rise to the point one might expect; indeed it rarely touches the high mark of hot spells in the cities of the North. And the nights are cooler than nights in the north during extreme heat. On the other hand, as is only natural in an equable climate, the heat is constant and little varied. And the insect pests, mosquitoes and the offensive though minute red bug which burrows into the skin, are extremely disagreeable. If it is inconvenient to leave Florida, it is quite possible to stay there during the summer, but it cannot be definitely recommended as a summer resort.

For those who may wish a more definitely scientific treatment of this subject of climate the report of the United States weather bureau is reprinted.

Northern Florida [1]

The climate is uniform as a result of the State's insular location, and this condition is further accentuated by the large bodies of water within the State. Lake Okeechobee, in Section 84, alone covers an area of one thousand square miles, and the combined area of the lesser bodies of water is an element of considerable importance. The normal annual isothermal line of 68° begins at Jacksonville, in the extreme northeastern portion of the State, moving thence southwest, with a slight dip in the interior of the section, to Pensacola. The difference of four degrees in latitude southward to Miami gives about a 7° change in temperature. Average temperature, however,

[1] From the Bulletin of the U. S. Weather Bureau.

is not the factor with which the fruit and vegetable growers have to do. The nature of some of the products grown and their susceptibility to damage by cold are involved in the degree to which the temperature may fall during extreme conditions. The seasonal temperatures, based on long records of well selected stations are: Summer, 80°; autumn, 72°; winter, 56°; and spring, 70°, indicating that the contrast in the seasons is not marked. Notwithstanding this uniformity of temperature, however, past records show that it is susceptible to decided ranges. Warm spells in March and April are not uncommon and, occasionally, the maximum summer temperatures are approximated during March. On the other hand, while uniform temperatures are the rule, yet radical departures from normal conditions have occurred, chiefly in February and December. There have been marked cold waves during the last twelve or fifteen years, particularly in December, 1894, and February, 1895 and 1899; during the last named year the lowest temperature ever recorded in the State, minus (—) 2°, occurred at Tallahassee, Leon County, and on the same date, the 13th of February, the section comprised a zone whose minimum temperatures ranged from 2° below to 10° or 14° above zero. This was the coldest weather of which there is authentic record. As indicated by the latitude, the temperature of the section averages high, but the discomfort is less than that usually accredited to sections located in the semi-tropics; in fact, the discomfort generally arises from the long continuation of summer weather rather than the extreme heat thereof,

which rarely reaches 100° on the coast. July and August are the warmest months with an average of 81°; thereafter there is a rapid decline to 56° in December and January, which are the coldest months. There are only about 2° difference in the average temperatures of spring and autumn, the latter being the warmer. The summers are warmer in the interior of the State than on the coast, and conversely in the winter. Days of extreme heat are usually followed by convectional thunder showers, a temperature change of 20°, or more, within a few hours being a feature of summer weather.

Frost may occur over the northern portion of the section during the first decade in November, and at intervals light frost may be expected during the last of October. It is rarely damaging, however, before the second decade of November, or the fore part of December, and occasionally the lower counties of the section experience none of any severity during the entire winter. The last of February, on an average, marks the passing of dangerous frost, although the vagaries of the climate are indicated in the possibility of frost occurring as late as the first of April; fortunately, however, such incidents are so rare as not to merit serious reflection. March frosts have damaged fruit bloom over some of the northern counties, but such is possible, as a rule, only when the preceding February was abnormally warm and wet, thereby stimulating premature growth. This condition, when followed by mid-winter temperatures in March, is necessarily damaging to bloom and tender buds.

There are rain-bearing winds, and winds that

are relatively dry. As a rule, the rainfall is quite uniform and seasonable, the proximity to the Atlantic Ocean and the Gulf being such as to render a severe drouth an unexpected contingency. Abnormal distribution of atmospheric pressure occasionally results in dry spells, and the importance of irrigation, even in this land of heavy precipitation, is a matter of much consequence. The fact that droughty conditions sometime occur during the autumn and spring, militates occasionally against a maximum realization of the husbandman's efforts, and to offset which much interest is taken in sub and surface irrigation.

Highest temperatures.

Stations.	Length of record.	Jan.	Feb.	March	April.	May.	June.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual.
NORTHEAST COAST GROUP.	*Yrs.*													
Jacksonville	68	83	86	91	96	101	101	104	102	99	92	86	81	104
St. Augustine	17	83	85	94	93	96	96	99	101	94	96	86	85	101
Huntington	12	89	90	95	97	102	100	102	102	99	96	87	85	102
New Smyrna	16	87	87	91	98	97	100	98	100	97	98	87	89	100
NORTHERN INTERIOR GROUP.														
Macclenny	14	84	85	94	98	101	104	104	104	100	98	91	89	104
Lake City	16	84	85	94	95	100	103	101	103	98	93	86	85	103
Gainesville	12	89	87	96	95	99	102	102	99	99	95	90	85	102
Ocala	17	87	87	97	96	99	100	102	101	101	96	91	90	102
NORTHWEST COAST GROUP.														
Cedar Keys	12	77	79	82	88	92	94	94	96	94	89	83	79	96
Stephensville	8	85	84	90	98	95	98	103	98	98	98	98	85	103
Newport [1]	6	79	81	86	87	94	98	99	98	94	96	83	80	90
Carrabelle	12	75	85	90	89	97	98	98	97	96	98	84	77	98
NORTHWEST INTERIOR GROUP.														
Madison	9	76	83	95	94	98	99	100	100	99	95	87	89	100
Tallahassee	17	81	81	90	91	96	97	97	96	95	92	83	80	97
Monticello	7	80	83	91	92	99	98	104	100	98	96	84	82	104
Marianna	8	81	84	94	97	101	100	100	103	102	99	90	82	103

[1] And St. Marks, 3 miles distant, southwest.

Lowest temperatures.

Stations.	Length of record.	Jan.	Feb.	March.	April.	May.	June.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual.
NORTHEAST COAST GROUP.														
Jacksonville	68	15	8	26	34	46	54	66	64	49	32	25	14	8
St. Augustine	17	18	13	26	39	45	55	66	64	51	41	28	16	13
Huntington	12	19	13	29	35	47	59	62	61	52	34	27	20	13
New Smyrna	16	20	16	30	39	48	55	63	65	52	42	30	17	16
NORTHERN INTERIOR GROUP.														
Macclenny	14	15	8	24	31	40	52	60	57	47	37	20	17	8
Lake City	16	16	6	24	34	42	55	62	60	50	36	20	17	6
Gainesville	12	16	6	25	38	47	58	60	64	48	36	22	19	6
Ocala	17	17	12	27	36	48	56	64	61	53	37	22	17	12
NORTHWEST COAST GROUP.														
Cedar Keys	12	16	26	30	38	49	56	68	69	55	39	27	22	16
Stephensville	8	13	20	25	35	39	54	57	62	48	35	25	15	13
Newport [1]	6	18	3[2]	32	34	46	56	66	60	52	30	26	19	3
Carabelle	12	18	7	27	38	40	58	61	66	52	38	30	17	7
NORTHWEST INTERIOR GROUP.														
Madison	9	16	12	26	38	44	56	66	60	56	38	25	13	12
Tallahassee	17	17	—2	25	38	44	52	57	61	50	35	27	12	—2
Monticello	7	16	18	30	38	42	57	65	61	55	39	27	16	16
Marianna	8	15	15	22	33	43	55	59	63	50	30	23	15	15

[1] And St. Marks, 3 miles distant, southwest.
[2] At Crawfordville, 10 miles distant.
The low temperatures occurred in February, 1899.

Mean temperatures.

Stations.	Length of record.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Annual.
NORTHEAST COAST GROUP.														
Jacksonville	33	53.9	56.9	61.9	67.6	74.2	70.0	80.9	80.1	77.3	69.6	61.3	55.2	68.2
St. Augustine ...	61	56.2	58.8	63.0	68.3	73.9	79.0	80.7	80.5	78.6	72.2	64.1	57.6	69.4
Huntington	12	56.4	58.0	66.4	68.9	76.1	80.1	81.8	81.7	79.2	72.0	64.2	57.4	70.2
New Smyrna ...	21	59.6	59.9	65.9	70.1	74 6	79.1	80.5	80.0	78.9	73.0	66.0	60.1	70.6
Mean		56.5	58.4	64.3	68.7	74.7	79.3	81.0	80.6	78.5	71.7	63.9	57.6	69.6
NORTHERN INTERIOR GROUP.														
Macclenny	14	54.6	55.6	64.2	67.6	75.2	79.7	81.9	82.0	78.8	70.6	62.5	54.6	68.9
Lake City	20	55.6	56.3	64.8	68.5	75.7	80.1	81.1	81.3	78.7	69.9	61.7	56.2	69.2
Gainesville	23	54.9	57.1	64.6	68.5	75.8	80.3	81.4	81.2	78.0	70.4	62.5	56.6	69.3
Ocala	22	57.4	59.6	65.3	65.3	75.5	79.7	81.4	81.2	78.7	72.0	64.2	58.0	70.2
Mean		55.6	57.1	64.7	68.5	75.6	80.0	81.4	81.4	78.6	70.7	62.7	56.4	69.4
NORTHWEST COAST GROUP.														
Cedar Keys	12	57.6	60.2	62.8	70.2	75.4	80.5	82.2	81.6	79.2	72.5	63.2	58.6	70.3
Stephensville	8	51.4	54.7	62.5	65.3	74.2	78.7	80.7	80.9	79.0	71.4	61.1	54.5	67.2
Newport [1]	9	52.7	56.2	60.9	67.2	73.9	79.5	81.2	80.7	76.7	66.9	58.0	53.8	67.3
Carrabelle	12	53.5	54.9	63.3	66.9	75.2	80.0	81.7	81.2	78.1	70.8	62.4	54.1	69.3
Mean		53.8	56.5	62.4	67.4	74.7	79.7	81.4	81.1	78.2	70.4	61.2	55.2	68.5
NORTHWEST INTERIOR GROUP.														
Madison	9	54.5	55.0	64.6	66.9	75.0	80.3	81.2	82.3	79.0	68.5	61.4	53.7	69.4
Tallahassee	24	52.1	54.7	61.3	67.0	74.5	79.0	80.4	79.7	76.8	67.9	59.5	53.0	67.2
Monticello	7	54.9	55.0	64.9	67.1	74.3	79.4	79.9	79.4	77.6	68.4	61.2	54.2	68.0
Marianna	8	50.6	52.6	63.5	64.8	74.1	79.0	81.0	80.9	77.8	67.6	58.1	52.1	66.8
Mean		53.0	54.3	63.6	66.4	74.5	79.4	80.6	80.6	77.8	68.1	60.0	53.2	67.8

[1] And St. Marks, 3 miles distant.

Average number of days with .01 inch or more of precipitation.

Stations.	Length of record.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Annual.
NORTHEAST COAST GROUP.	*Yrs.*													
Jacksonville	37	9	9	8	7	10	13	15	15	14	10	8	8	126
St. Augustine	17	6	7	6	4	7	9	10	9	11	8	5	5	87
Huntington	12	6	6	6	5	8	12	15	16	14	9	5	6	108
New Smyrna	16	5	5	5	3	5	8	10	10	10	8	5	4	78
NORTHERN INTERIOR GROUP.														
Macclenny	14	6	7	6	6	7	10	13	13	11	7	5	6	95
Lake City	16	6	8	6	6	7	10	15	13	10	5	4	7	97
Gainesville	12	7	7	6	5	7	12	16	15	13	8	4	7	107
Ocala	17	6	6	5	4	7	13	15	15	12	5	4	6	98
NORTHWEST COAST GROUP.														
Cedar Keys	10	10	7	7	6	5	12	14	14	9	7	6	7	104
Stephensville	9	4	5	4	3	3	7	12	12	7	3	3	5	68
Carrabelle	12	4	5	4	3	3	5	9	8	6	2	3	5	57
Pensacola	31	11	11	10	6	7	10	14	14	9	6	7	10	115
NORTHWEST INTERIOR GROUP.														
Madison	9	7	8	5	6	6	9	12	12	10	3	4	7	89
Tallahassee	17	6	8	6	5	6	9	15	14	9	4	4	7	93
Monticello	7	6	7	6	5	6	9	12	13	12	4	4	8	92
Marianna	8	6	7	7	4	7	7	11	10	8	4	3	5	79

Thompson Creek, near Ormond

A Sugar Plantation

Southern Florida

The period of observations for many stations is sufficiently long to cover probably the extreme fluctuations of the several climatic elements, and the stations with comparatively short records are so situated geographically as to come within the measure of those stations with records of many years.

The temperature is the most important element entering into the climate of the district, because a large percentage of the products grown are subject to serious damage by low temperatures. Owing to the uniformity of the temperature throughout the district, it may be well to state that the record of any point in the section not mentioned will vary but slightly from the record of the station nearest to it, that appears in the table. It should not be overlooked, however, that those stations near the coast, or in the vicinity of large bodies of water, have more equable temperatures; i. e., they are somewhat warmer in winter and cooler in summer. As might be expected from the altitude and latitude, the range in temperature is unimportant, and though the summers are long, the extreme heat, even at stations in the southern portion of the district, is rarely 100°. During the warmest part of the day atmospheric circulation is most active, the winds sweeping across the Peninsula from the ocean or gulf, and thereby mitigating, in a great measure, the disagreeable sequences of warm days and high humidity. The warmest weather occurs during July and August, when maximum temperatures of 100°, or slightly more,

may be recorded at stations in the interior. The mean summer temperatures range from about 80° to 82°, continuing about 80° during September in the southern portion. As a rule, the October average is from 6° to 8° cooler than September. As the last mentioned two months constitute the period of maximum cyclonic activity, there are many days during those months when the winds are from the north to northeast, thereby dispelling the feeling of lassitude natural to the season for that latitude. The mean temperature continues well up in the 60's during November, but in December and January, the average is 60°, or slightly below, in the northern portion. While February is not the coldest month, judged by average temperatures, yet the most severe cold waves have occurred during that month, except in the southern portion of the State, where the coldest weather usually takes place during January. The lowest temperature ever recorded in the district is 14° at Inverness, which occurred in February, 1899. Years of widespread disaster to fruits and vegetables were January, 1886, December, 1894, and February, 1895 and 1899, which comprehend the extreme conditions that have prevailed during the fundamental period, 1871 to 1908. Authentic data, however, covering a period of about fifty years antedating 1871, show that severe cold waves occurred in 1835 and 1857

Frost may be expected over the upper and central portions from the latter part of November to March, inclusive, rarely severe, however, before December and January, and it is not infrequent that winters pass without damaging frost; and such is the rule over the southern

portion of the district. It may be well to add, however, that the "frost line" probably extends to the southern limit of the Florida mainland under extreme conditions. The only portions of the section absolutely exempt from frost are the "Florida Keys" — the islands jutting into the ocean and gulf from the southern borders of Dade and Monroe Counties.

Precipitation

The records of precipitation cover varying periods, ranging from less than a decade, to thirty years or more. In many cases the fragmentary records have been completed by utilizing the data from near-by stations and estimating therefrom the probable amount for the missing period. Although the distribution and frequency of rainfall are generally quite uniform, yet there are wide ranges in the daily, monthly, seasonal, and annual amounts. In practically every section of the district there have been daily falls of 8 to 10 inches, monthly falls of 20 to 30 inches, and annual amounts ranging from slightly more than 20 inches, to 80 inches, and, in a few instances, the annual total approximated 100 inches. As against this record, however, there is the possibility of the monthly total being not more than a trace during occasional droughts. The annual precipitation is greatest on the southeast coast — that portion of the Peninsula being in or near the most frequent track of tropical disturbances. From the region of maximum amount the rainfall diminishes northward to something less than 50 inches in the northeastern portion of the district, and to less than 40 inches in the extreme south portion.

Highest temperatures.

Stations.	Length of record.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Annual.
WEST COAST GROUP.	*Yrs.*													
Brooksville	17	87	90	95	98	100	100	102	101	98	96	91	86	102
Tampa	19	82	86	92	90	94	95	96	96	94	93	87	83	96
Manatee	17	88	89	90	92	97	100	99	96	97	93	88	85	100
Ft. Myers	17	89	85	92	93	94	94	94	93	93	89	87	84	94
INTERIOR SOUTHERN GROUP.														
Orlando	17	85	89	97	98	100	100	100	99	98	98	90	86	100
Bartow	18	89	90	97	99	100	99	100	100	97	96	91	87	100
Avon Park	11	86	87	96	97	97	98	98	99	95	96	90	92	99
Arcadia	9	87	88	92	98	100	99	101	101	96	95	92	89	101
EAST COAST GROUP.														
Merritts Island	17	82	86	88	90	96	94	95	97	92	93	89	85	97
Malabar	7	85	88	93	98	97	97	100	100	96	97	89	86	100
Fort Pierce	8	83	88	93	96	96	96	98	98	95	95	88	88	98
Jupiter	21	83	87	89	90	93	95	96	95	93	94	87	86	96
SOUTH COAST GROUP.														
Marco	5	87	86	91	94	94	96	96	98	96	95	89	90	98
Miami	13	85	88	92	92	94	94	96	95	95	93	88	91	96
Flamingo	7	88	88	98	94	96	94	98	98	97	96	91	86	98
Key West	38	90	87	89	91	93	100	100	100	97	92	91	88	100

Lowest temperatures.

Stations.	Length of record.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Annual.
WEST COAST GROUP.	*Yrs.*													
Brooksville	17	18	16	30	40	48	60	66	64	50	38	24	17	16
Tampa	19	23	22	32	38	53	64	65	67	54	44	32	19	19
Manatee	17	20	23	31	39	47	59	61	65	56	39	29	19	19
Ft. Myers	17	27	28	39	45	50	58	67	68	61	48	35	24	24
INTERIOR SOUTHERN GROUP.														
Orlando	17	21	19	32	41	51	59	64	63	52	41	28	18	18
Bartow	18	18	22	31	32	46	58	66	66	53	38	28	20	18
Avon Park	11	22	23	37	44	52	61	66	66	61	43	30	21	21
Arcadia	9	23	29	31	41	48	61	63	62	62	41	28	26	23
EAST COAST GROUP.														
Merritts Island	17	24	22	37	40	55	66	68	64	56	50	34	22	22
Malabar	7	21	30	38	42	50	59	66	68	62	47	32	25	21
Fort Pierce	8	24	31	36	40	52	62	61	66	62	49	34	29	24
Jupiter	21	24	27	33	39	53	64	68	68	61	48	42	24	24
SOUTH COAST GROUP.														
Marco	5	30	38	40	50	60	62	68	68	60	39	36	36	30
Miami	13	29	29	39	46	52	61	69	60	62	54	38	32	29
Flamingo	7	30	37	39	40	50	61	67	67	70	53	42	29	29
Key West	38	41	44	48	54	63	69	68	68	69	59	51	44	41

Mean temperature.

Stations.	Length of record.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Annual.
WEST COAST GROUP.														
Brooksville	17	58.0	59.6	66.8	70.0	76.8	80.1	80.8	80.8	79.4	72.8	65.8	59.0	70.8
Tampa	19	57.4	60.9	65.9	70.6	75.5	78.7	80.0	80.0	78.3	72.6	65.4	59.5	70.4
Manatee	26	60.7	62.3	66.6	70.6	76.2	80.1	81.0	81.2	80.0	73.9	67.1	61.8	71.8
Ft. Myers	26	62.5	64.6	69.1	72.2	77.7	79.8	80.9	81.3	80.0	75.3	69.8	64.5	73.1
SOUTHERN INTERIOR GROUP.														
Orlando	18	59.6	61.3	67.8	70.9	76.8	80.2	82.1	82.1	79.6	73.5	66.6	60.4	71.7
Bartow	14	60.1	62.2	68.9	71.3	77.6	81.1	81.9	81.9	80.3	74.4	67.2	61.5	72.4
Avon Park	13	61.4	63.0	69.4	72.4	77.3	79.9	81.6	81.8	80.1	74.5	68.1	62.4	72.7
Arcadia [1]	8	61.3	63.0	68.4	69.8	76.7	81.5	82.6	82.4	81.2	75.8	67.1	61.1	72.6
EAST COAST GROUP.														
Merritts Island ..	27	62.0	64.1	67.6	71.7	76.5	79.6	81.4	81.6	80.3	75.6	68.5	63.2	72.7
Malabar	7	61.5	62.7	69.4	72.3	76.9	80.3	81.6	82.0	80.5	76.0	69.4	63.0	73.0
Fort Pierce	18	62.7	64.2	69.1	72.2	76.6	79.4	81.4	81.7	80.5	75.5	69.2	64.8	73.1
Jupiter	17	64.3	66.3	69.4	72.2	76.4	79.6	81.0	81.5	80.6	76.8	71.6	66.3	73.8
SOUTH COAST GROUP.														
Marco	5	64.6	65.7	70.9	71.8	77.5	81.7	82.7	83.5	82.0	77.1	70.7	65.4	74.5
Miami	13	65.7	67.8	72.3	74.0	78.5	80.9	82.2	82.4	81.4	77.4	73.2	68.7	75.4
Flamingo	7	66.5	68.5	72.5	72.4	78.3	80.4	82.1	82.1	82.5	79.0	73.5	68.0	75.5
Key West	33	68.8	70.8	72.8	75.5	79.0	82.2	83.7	83.8	82.5	78.7	74.3	70.1	76.8

[1] Values for Nocatce, 5 miles southwest of Arcadia.

Average number of days with .01 inch or more of precipitation.

Stations.	Length of record.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Annual.
WEST COAST GROUP.														
Brooksville	17	6	6	4	4	6	12	15	15	13	5	5	6	97
Tampa	19	8	8	6	5	7	15	18	19	16	7	5	7	121
Manatee	17	5	5	5	4	5	14	16	16	14	6	4	5	99
Ft. Myers	17	5	5	4	3	7	15	16	14	13	6	4	4	96
SOUTHERN INTERIOR GROUP.														
Orlando	17	7	7	6	5	8	12	16	15	15	9	6	7	113
Bartow	13	5	6	5	4	7	14	17	16	12	6	5	5	102
Avon Park	7	6	6	7	6	10	16	19	18	17	10	6	5	126
Arcadia	8	5	5	5	4	8	15	15	17	15	6	4	4	103
EAST COAST GROUP.														
Merritts Island	16	6	6	5	4	7	10	10	10	12	10	6	6	92
Malabar	7	5	5	5	4	7	10	11	12	11	9	5	5	89
Fort Pierce	8	7	5	6	3	7	10	11	10	12	9	7	4	91
Jupiter	21	10	9	7	7	10	13	13	14	18	15	10	10	136
SOUTH COAST GROUP.														
Marco	6	5	4	6	3	7	13	16	16	14	6	3	5	98
Miami	13	4	3	4	4	6	9	8	9	11	9	4	3	74
Flamingo	6	2	2	2	3	4	9	8	9	7	4	2	4	56
Key West	38	4	7	5	4	8	12	13	13	16	13	8	7	110

SPORTS

Bowling, Tennis and Golf.— All through the State the out-of-doors calls, and games are played. Bowling both in alleys and on greens; croquet, peacefully pursued; tennis courts in almost every town, and golf links of fair merit at various hotels and country clubs, all make amusements for the visitor and resident.

Base Ball and Foot Ball.—Base ball is played in all the large towns. In some of them professional clubs play (see local papers). Where there are advanced schools there are students' teams. The employés of the various larger hotels also have contest games. Foot ball is played in the town where there are colleges.

Horse Racing.—There has been for some years racing at Jacksonville, but it has been decided politically that it was inimical to the best interests of the town, and it has been stopped. At county and district fairs through the State there are still contests of speed making interest for the lovers of this sport.

Bicycling.—The bicycle has kept its vogue in Florida, and in all the towns and, where there are good roads in the country, both the ordinary and motor cycle is much in evidence. In addition to the many other reasons for this popularity one, especially in the tropic parts of this State, holds good, it is a means by which men and women can go to and from their work in

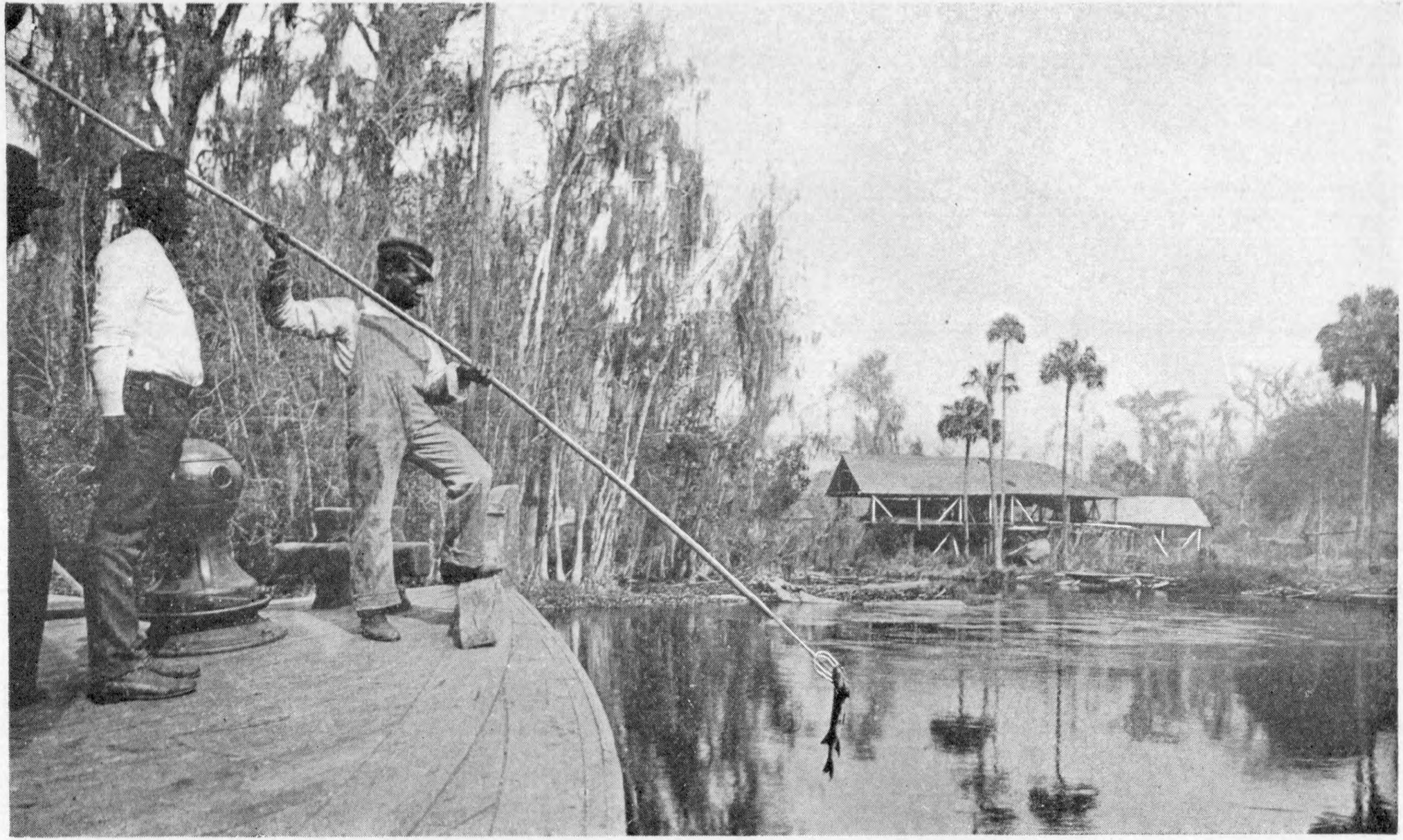
comfort. Mornings and evenings the roads are filled with these riders.

Riding.— Through the whole State there are bridle paths, and ways across and through primitive country that make riding a great pleasure. In the neighborhood of Tallahassee there is riding to hounds — a sport which attracts its special followers yearly. Polo is regularly played at Orlando.

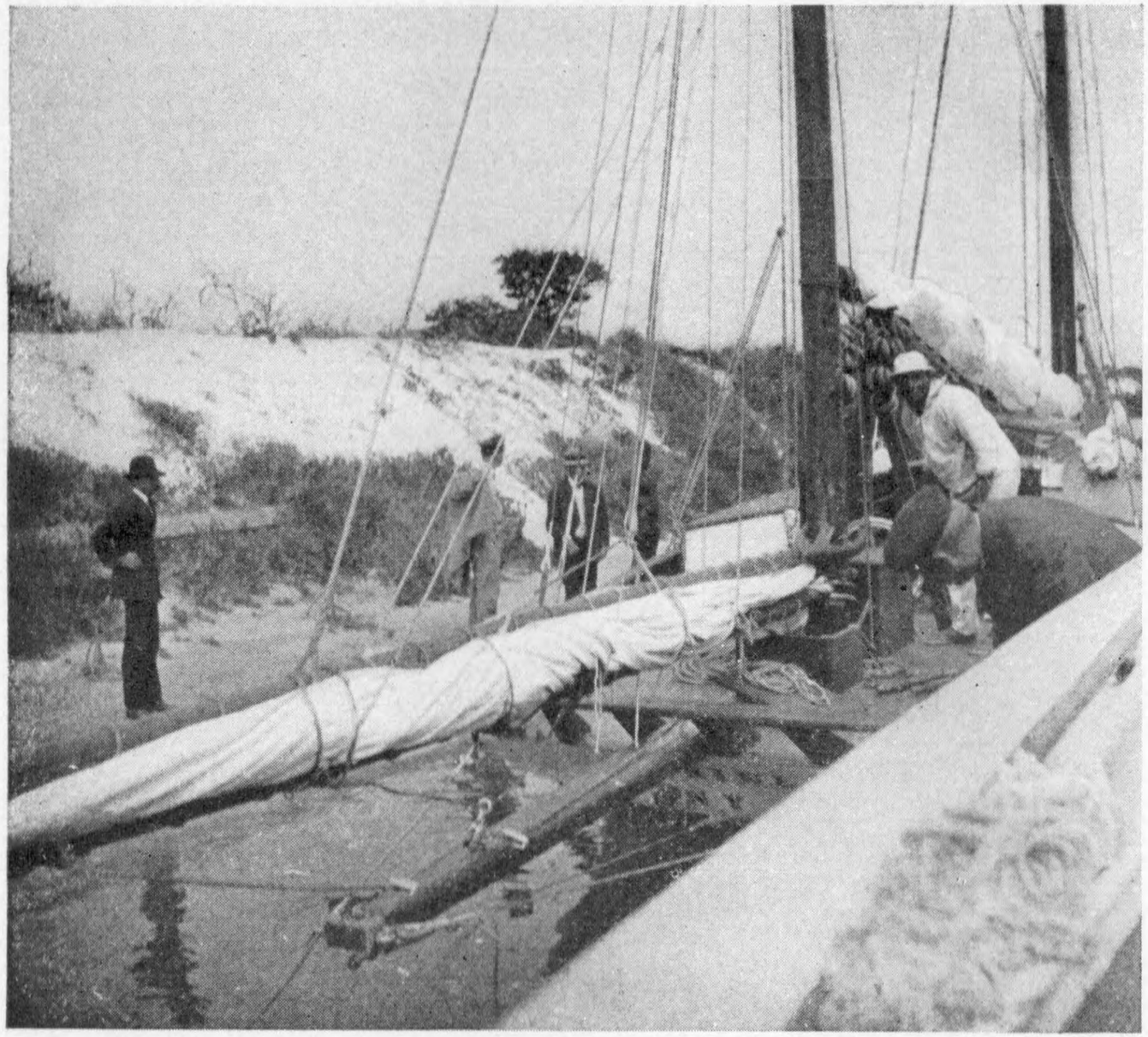
Motoring.— Except in some sections of the northern part of the State, the soil is so sandy that there are no good natural roads. Exceptions to this are the beach drives, where the ocean is the maker, and some of the roads through primeval pine forests where the carpet of needles gives firmness to the sand. Indeed the lesson taught by this latter natural method has resulted in the building of temporary roads on these lines near Mount Dora, which have been found satisfactory. There is no general State road commission. Each County Board of Commissioners makes its own rules, and as there is no concerted action it is readily understood that there is no continuous highway. In the western part of the State and about Tallahassee there are fairly good roads in the winter time. Motorists come to Florida from Thomasville, Georgia, and they can reach the towns in the northern part of the State with a fair amount of comfort. About Jacksonville there are many good roads throughout Duval and St. John's counties. There are from there two ways to Tampa; one, via Marietta, Starke, Gainesville and Ocala — (Here the motorist gets information for reaching Tampa. The second way is via St. Augustine, Ormond,

Daytona, DeLand, Sanford, Orlando and Kissimmee — here directions for reaching Tampa are obtained). About Tampa there are good local roads. Each town of any size has roads that are hard-surfaced in its neighborhood. The highway down the East Coast is slowly being completed, or "connected up" as is said in the vernacular. Motoring about Ormond and Daytona is encouraged by the beach drive between these places. Local committees arrange races and carnivals here each year. Many of the world's speed records have been made on this beach. From Daytona south, the good road runs to New Smyrna and on toward Titusville. Brevard and St. Lucie counties have not as yet done their work on the continuous highway south. Palm Beach county's road begins at the bridge across the St. Lucie river, and from there south all through this county and in Dade county there are good roads; not only is there the main highway, but also branch roads out toward the Everglades, and to settlements, groves and plantations on their borders, have been built. These good roads extend as far south as Homestead. In the Lake country are many stretches of wide-built roads, but further south on the West Coast, there is much to be desired.

Canoeing.—This is a favorite sport all over Florida, during the winter season, on the East Coast, through all the sheltered waters from Jacksonville to Miami, and in the rivers and sheltered bays of the West Coast. A particularly interesting waterway for canoeists is the St. John's river, with its chain of lakes extending southward. The U. S. Coast and Geodetic



"Gigging" on the Ocklawaha



Yacht passing through Canal

Survey charts Nos. 577, 455b., 455c., 445d., 508, 509 and 458 will be useful from the St. John to Lake Washington. An enterprising explorer can, with a short portage by railroad from Clifton on Lake Jessup to Kissimmee; reach the chain of lakes and rivers that form the waterway to Fort Myers and Charlotte Harbor on the West Coast.

Motor and Sailboat Cruising.—Boats come from the north both by the East Coast, the Atlantic Ocean and the sheltered way, and by the Mississippi and the Gulf of Mexico, and the sounds and bays tributary to it. The East Coast route is fully explained (See p. 323 Inland Waterways). The other way is becoming more important each year, affording a route by which boats from the Great Lakes district of the northwest can reach Florida expeditiously. The government charts for this cruise should be used and all the general advice given for the Inland Waterway followed. The long stretches of open water and the fact that, until Homosassa is reached, there is no reason for lingering, make this route one of necessity, not of choice. From Homosassa on to the Ten Thousand Islands and Cape Sable there is a succession of bays, inlets, etc., which are in themselves each attractive cruising grounds, but between each of these are stretches of outside open gulf, that must be navigated in the onward journey up and down the coast. The fishing is unexcelled, and in the sub-tropic part of the State primitive conditions add to the other attractions.

Climate has much to do with the comfort of the boatman. In the northern part of the State,

along the East Coast south to Daytona, and along the west to Homosassa, the weather during the winter has occasional cold days, and there is sometimes a touch of frost in the air though there is but little rain. The waters in this part of the State are not very extensively used as cruising grounds. From Daytona to Palm Beach and from Homosassa to Charlotte Harbor the weather is much warmer. There are occasional northers which are usually concomitant with very low temperature in the north (though by no means do the cold waves always reach Florida). These winds make warm clothes comfortable aboard ship, but the days on which they blow are just the ones for shore excursions. From Palm Beach southward on the East Coast, and from Charlotte Harbor on the West the climatic conditions are ideal for life on shipboard during the winter months. It is never cold and frequently in the middle of the day it is as warm as in hot midsummer.

It is not the province of this book to describe in detail, only to set forth the chief or guiding facts in regard to boating life in Florida and to emphasize its charm. It is well for the boatman to go to the southernmost waters early in the winter and come northward along the coast in the spring. To cruise from Jacksonville to Charlotte Harbor by way of the East Coast and Cape Sable and back again makes an ideal voyage for the tourist, the naturalist and the sportsman. He goes down with the "northers," leaving winter behind him, and comes back, following the spring, and he can be in her wake all the way back to New York again if he so wills.

The sort of boat to be used is any sort, so it is seaworthy and can be made to go. Some boatmen have merely little open motor boats with which they make their way from one point to another, stopping ashore at hotels or boarding houses each night or carrying tents; this class, however, can go no further than the sheltered waters of Biscayne Bay. Next comes those who have a little motor boat with a hunting or glass cabin, and a flat-bottomed row boat, as a tender. These can go all the way in what they call safety. The next class contains those boats which have, in addition to their engine, a sailing rig of some sort, this making for safety in case of an accident to the motor machinery. These are the only boats that are really fitted for cruising in all the Florida waters. They may be of any size and kind, from a small cabin launch with an emergency mast, through the various motor and auxiliary sail-boats to luxurious house-boats, with crews ranging from the owner alone to ten men. A boat longer than 100 feet is unwieldy in the narrow turns of some of the creeks and dredged cuts; 75 feet is even a better length, as three feet is in draft. Boats drawing seven feet can come in at Jacksonville, St. Augustine, Miami, Key West, and the deeper harbors on the West Coast, simply to lie at anchor in the channel's offing. It is imperative that every boat has a flat-bottomed row boat as a tender, if the real pleasure of the Florida waters is desired, and a shoal-draft launch is usually carried by all the boats of any size.

Boats may be hired at the larger sea-side places by the day, or for longer periods. The ones

most in favor cost from $15.00 to $30.00 a day, have accommodations for from four to six men, and carry a crew of from two to four. In addition to the charter price, an allowance of $1.00 per day per person for food is charged. The commissary is good and the accommodations comfortable. The boatmen know the fishing and shooting grounds, and the interesting places. A reasonable amount of fishing tackle is aboard these boats. They are usually staunch cruising launches with small auxiliary sail area and are from 50 to 65 feet in length. For the man who loves sailing there are auxiliary schooners, yachts and ketches of the same size and a little larger, on which the pleasures of good sailing can be enjoyed in addition to these others. The waters of Biscayne Bay are filled with pleasure craft of every description, and Miami is a boating center of importance equal to any in America during the winter season.

Shooting.—There are many people who come to Florida for this alone and there is no place in winter in the United States where so much sport afield can be found. The average of days of good weather is above that of the summer north, there being less rain in Florida than there. The weather is never cold. At most there are frosty mornings in the northern part of the State the rime disappearing with the first sunbeams. The nights are always cool, even in the tropic parts of the State. Game is varied and abundant, black bear, deer, panther, wolf, wildcat, gray fox, weasel, mink, otter, raccoon, rabbit, squirrel, gopher, opossum, porcupine, and manatee are all found. Wild turkey, quail, woodcock, part-

ridge, grouse, turtle doves, pigeons, plover, snipe and ducks of many kinds abound. In north and west Florida quail shooting is very good. The birds are smaller than those farther north, but they are wary and quick of flight. Rabbits are found here, wood doves and grouse. The gopher lumbers through the pine woods. He is not really a game bird though he is hunted and eaten by some of the natives. Weasels are found here also, and about Cedar Keys, mink. In the swampy hammocks are raccoons, and roosting in trees and on the borders of streams the elusive wild turkey may be found and shot.

About Jacksonville, though not near the city, quail are still to be found, and up the St. John's and at Great Island near its mouth there are plenty of ducks early in the season. Quail are found on the island and plover and snipe along the shore at the mouth of the river. Better shooting of this same sort is to be had on the prairies about Enterprise in the pine woods and along the shores of the lakes in the central counties and through the upper counties of the West Coast. Down the East Coast there is duck shooting along the rivers and sounds, and back in the pinewoods quail, pigeon, turkey, wildcat, panther and deer. Game is not plenty until Mosquito Inlet is passed and from there on it increases as civilized life decreases. Along the peninsula from there down, are bear, wildcat and opossums, with shore birds of many kinds on the ocean beaches. In the rivers the duck shooting is good, the varieties very numerous and all edible. It is only late in the spring that the seafood diet of their winter resort

gives them a fishy taste. Plover and snipe are to be found as well.

In unfrequented creeks alligators are to be taken, and wild turkey and panthers and deer are on the mainland back from the shore. On the Keys there are opossums, coons and wildcat with an occasional deer, but the bird shooting there is the most interesting. At Cape Sable there is good deer shooting, with plenty of aquatic birds. There are wolves in the timber about White Water Bay. Fort Myers is in the center of the best shooting country and is the gateway to the Big Cypress country which holds all the different game of Florida in an immense natural preserve. This can also be reached from Punta Gorda. Further north on the West Coast, while the shooting is still good in places, there has been too much immigration and agricultural development for it to equal its old time repute. It is almost impossible to consider the shooting except in the northern part of the State apart from the cruising. Most of the good hunting grounds are reached by water, and gun and rod chum it aboard the many boats that are the sportsmen's temporary homes.

Fishing.— The most competent of fishermen, who really form the court of last resort in passing judgment on the size and quality of both fish and story, are unanimous in placing the tarpon at the head of all game fish, and the quest of this king of all the herring brings many searchers for him to Florida. He comes out of the sea from no one knows where and returns to an unknown bourne. The word is brought that the tarpon are leaping and the fishing begins. The

classic rod, reel, and other equipment is in the fisherman's hand and the boatman has his part of the outfit ready. Then comes the setting forth, the day's or night's work, and the return with or without the spoils of the chase, and the crowning of it all in the story afterward. Tarpon lore would make a book, and everyone who has ever caught one is as enthusiastic about the fish as a most loyal biographer.

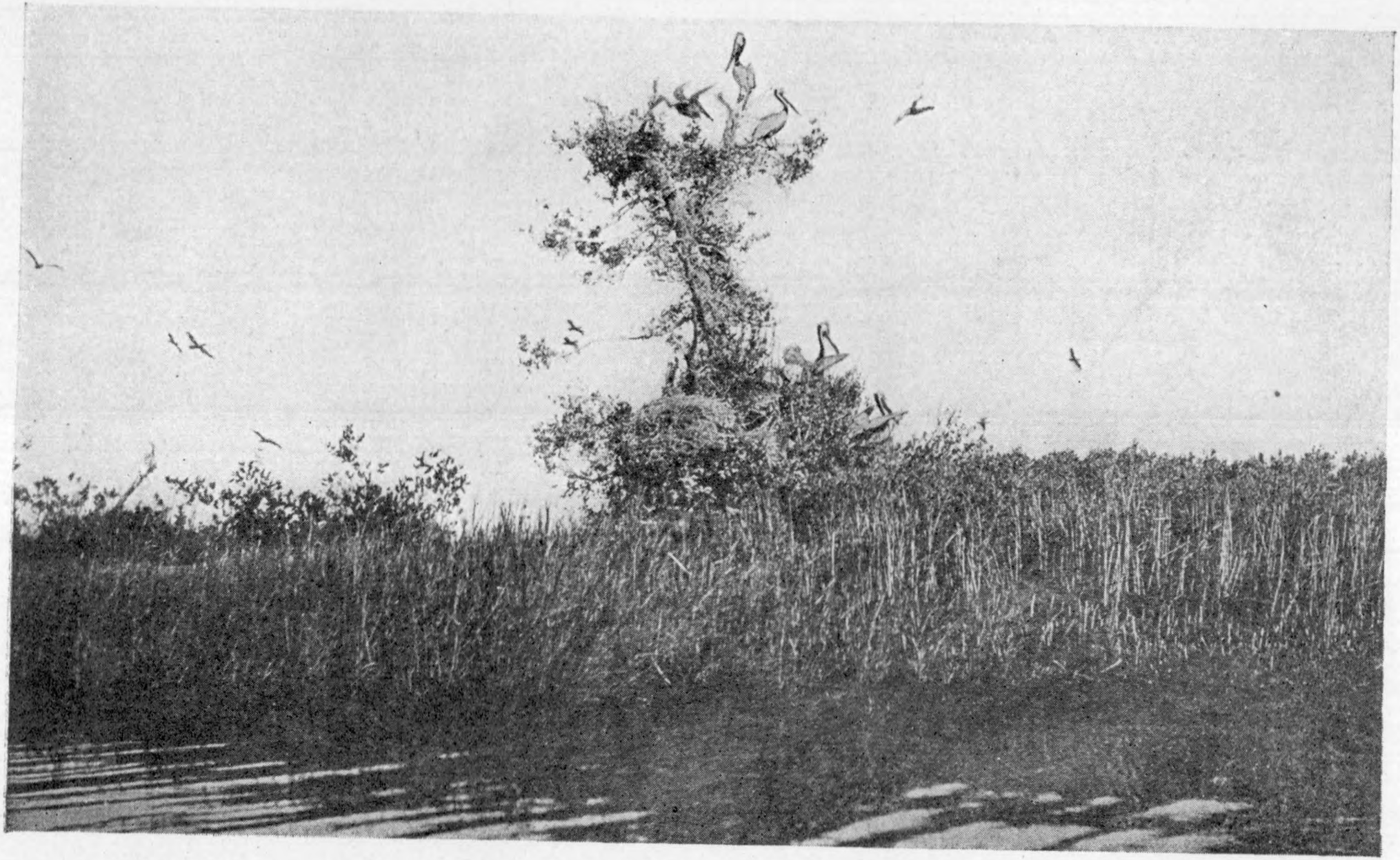
The tarpon comes earliest to the waters about Cape Sable (where it is too muddy and too far from supplies for the fishermen to gather), to Long Key Fishing Camp, and also to the waters of the upper bay at Miami. His arrival at these places has been as early as the middle of February. The sport begins three weeks earlier here than on the West Coast, where Charlotte Harbor deserves all its renown as the headquarters for tarpon fishermen. Records have been kept there longer, and more fully, of each season's fishing than anywhere else in the State. The inlets north from there on the West Coast are also good tarpon grounds. On the East Coast, about Indian River Inlet tarpon are also taken in large numbers, and late in the season they are found at the mouth of St. John's river. At all the places there are guide boats and tackle to be had. The guides take entire charge of the expedition and a rank outsider may have a rare day's sport in charge of one of them.

The tarpon is of the herring family, a giant, weighing when grown from 70 to 180 lbs. His scales are of a lustrous silver hue. His fight for liberty and life on being caught is the gamest made by his kind. Not even the giant carp of the

East Indies, the leaping tuna of California, the landlocked salmon of Canada, Ireland's sea salmon, nor the brave trout of the mountains, sends the thrill of challenge along the line to the fisherman that comes from this, the worthiest of his quarry.

It is not on the tarpon alone that Florida's renown as a winter fishing-ground rests. The inland lakes and streams have fresh-water fishing. It is, however, the sea-fishing in the sheltered waters and outside that is most interesting. As the tropics are neared the shapes and colors of the fish that are found become more varied, and the catches are often a lesson in natural history to the fisherman. Going down the East Coast the fishing is done in the creeks, the rivers, inlets, and on the reef outside, which runs parallel with the lower part of the Florida coast. In the inlets, beginning at St. John's bar, sheepshead, blackfish, sailor's choice, flounders and whiting, with other edible fish, are to be taken, and with these, many undesirable foul fishes, at all the fishing points. At Mosquito Inlet all of these and many others — blackfish, calvallo, channel bass, grouper, ladyfish, jewfish, moonfish, sergeantfish and mullet, etc. Mullet is the universal Florida fish.

Hillsboro lagoon has good fishing, turtles are netted here. At Indian River Inlet is mackerel and tarpon fishing. At Gilbert's Bar commences the king fishing on the outside reef, and the mangrove snappers are found in quantities, pompano too and many Spanish mackerel. At Lake Worth Inlet barracuda, zonito, amberjack, margate fish, grunts and runners are added. At the inlets



Pelicans

Captured Alligator

further south and in Biscayne Bay and on the reef is the best general fishing in Florida. The cuts between the Keys are good fishing grounds. A typical catch cruising about one of these will number parrot-fish, pork-fish, porgies, grunts, snappers, muttonfish, turbots, groupers, angel-fish, cowfish, and even jewfish and sharks. On the reef outside, kingfish, amberjack and barracuda are taken.

Mangrove snappers abound in the creeks below Cocoanut Grove, turtles too are found, and in addition to the above, sparkfish, bream, sea-trout, sand-perch, schoolmasters, lizard-fish, chub, etc. are found. Below in Pumpkin Keys the gamy bonefish is taken. It is also found on the landward side of Card's Sound near the opening into Barnes' Sound. Cæsar's Creek is a favorite fishing ground. All the way to Long Key Camp is good fishing. Local guides know the grounds, which change somewhat each year. At Long Keys Camp is good sport, tarpon fishing, and general fishing as well. Killing shark which are found in the channel which the viaduct crosses, is great and commendable work. At Cape Sable with its muddy water the fisherman does not linger long. Tarpon spearing by the natives is here a specialized sport.

The way around to the West Coast leads to the Coxambas Pass at Cape Romeano, and the same good fishing is found among the islands and passes there, but the best fishing on the West Coast begins at Charlotte Harbor where the ground is classic and where each inlet has its own set of fishermen. The same fish that are found about the inlets on the East Coast are

found here. There is not, however, the outside reef fishing. Useppa Island, Captiva Pass, Boca-grande Pass, and Gasparilla Pass especially are fishing centers. Sarasota Bay also, Tampa Bay and the waters of Boca Ceiga Bay and Clear-water Harbor. Tarpon Springs, Homosassa and Crystal river are all frequented by fishermen, but have not the great variety or abundance of fish that are found further south.

For data in regard to fishing outfits, expenses, mode of taking fish, etc., the reader is referred to the many books on Florida sports. (See Bibli-ography.)

It might be well to mention the manatee, the alligator and crocodile which with certain re-strictions are hunted and taken in Florida. The manatee is a warm blooded amphibian, a rare survival of its type, the dugong of East Indian Waters being the only other existing member of its Order. It is an herbivorous ani-mal, feeding on the marine grasses and plants that grow in brackish streams and about inlets. It has teeth and grinds its food. Its head is small with a muzzle like a cow. Its front flippers are small and terminate in a hand-shaped form, with nails. Its tail is broad and flat and of great use in swimming. Its skin is thick and dark brown with a few coarse hairs scattered over it. There are long whisker-like hairs about the muz-zle. The eyes are small. It has no neck, but its body is shaped somewhat like a sea-lion. It grows to a length of ten and even twelve feet. It rises to the surface to breathe every two or three minutes. It is docile and intentionally harmless, but in a struggle to get away may hurt

its captor by a stroke from its powerful tail. To capture it a long seine with a mesh like a turtle net of 18 inches is stretched across the stream where it has been feeding, one end only being securely fastened, the other fastening breaks as the sea-cow encounters the net, and in struggling for freedom it becomes enmeshed and can easily be secured. They are protected by law, a permit to take one being necessary. It is strongly urged not to kill these harmless interesting creatures. Though their flesh is palatable, their presence gives more zest to life, than their flesh does to the table.

Alligators live in brackish or fresh water, digging burrows, the entrance to which seem impossibly small in comparison to the size of the denizen. They lie on the banks of fresh-water streams, and their slides near favorite swimming places are easily recognized. They grow to an extreme length of fifteen to eighteen feet, and live to an age of a hundred years. They are dark brown and black on the upper side, a muddy amber on the lower. Their skin is almost invulnerable. A shot can only kill by penetrating just above the eye, or where the head joins the neck, or just close behind the forelegs. They have a rounded nose and small eyes. The long tail is a swimming factor, a help in getting over land, and a formidable weapon of offense and defense. Their food is fish, turtles, snakes, birds, water turkeys, and the young of their own species. They also take pine knots and cypress knees as part of their fare. They can wait for intervals of weeks between feeding times in winter. They are inactive when undisturbed,

but very wary, and on the first approach of danger or warning of new conditions, they slip away into the water, or enter their holes. In either case they are almost sure to escape. The water retreat is not to be followed and their holes are usually provided with two entrances. The bull alligators are fighters and their cries and threshings in a battle are not easily forgotten. The swift turn of the head to the side and the lightning-like snap of the vicious jaws makes defense almost impossible and the stunning, rushing, falling blows of their lashing tails add to the fury of the combat. The females build their nests on the banks of fresh water streams, of grass, leaves, sticks and muck. In these they lay as many as a hundred eggs. The decomposition of the nest makes the necessary heat to hatch the eggs. These later are pearly white, about as large as hen's eggs in the smaller dimensions, but slightly longer. The baby "gators" fend for themselves. There are tales of the mother guarding them during infancy, and even hiding them by opening her mouth to a sheltering place within her in times of danger, but the verdict as to the truth of this is "not proven."

To hunt the alligator, the locality of his haunt is discovered, and the sportsman endeavors to come upon him gently. The least noise sends the quarry to safety. The shot must be unerring, else he is away from all danger for that day. If it is the purpose to take him alive, the better plan is to attempt to get him in his cave. The two entrances must be watched and one must be used by the hunters for aggressive measures. They should go armed with a long pole to which

is strongly attached a shark-hook, a gaff, a coil of rope, rifles and a spade. The long pole and hook is used to drag the game from his hole, the gaff to quiet him if necessary, the coil of rope to bind him if taken alive, and the rifle to dispatch him if occasion demands; the spade is not to dig his grave, but to facilitate operation if the hole is too deep. What happens on the hunt may be of various sorts. The hissing, bellowing, harsh protests of the alligators are not the least of the exciting incidents. Fire-hunting is done at night, when a light is set in the bow of the boat, and the game is "shined." The alligator remains quiet as the boat approaches, and is not afraid of the light. It may be shot then easily, but this is skin-hunting, not sport.

The crocodile is to be distinguished from the alligator in color and shape and habitat. It is not so broad in proportion to its length. Its snout is narrower and its head more pointed. Its color is lighter and varies from dingy black to gray. Its lower canine teeth protrude through two holes in the upper jaw when the mouth is closed, and are seen above the upper lip. Its hind feet are more deeply webbed and larger than an alligator's proportionately, and there is a ridge of projecting scales along the hind legs that is absent in the alligator. The male crocodile is as vicious as the alligator. They are enemies, and fight on meeting. The catching of the jaw by the victor is a deciding moment in a battle, a vicious wrench, a rolling over and over of the combatants, the neck of the victim is broken and the fight ends. The crocodile lives in the lagoons bordering the coast, and in salt

water lakes on the Keys. The female makes her nest by digging a hole in the sand, where less than a hundred eggs are deposited. It is almost impossible to kill a crocodile because of the inaccessibility of its haunts, but the general method in its chase are the same as in alligator hunting.

General State Game Law of Florida

An Act for the preservation of wild deer, birds and other game, and to prescribe the time in which they may be hunted, and to provide that all non-residents of the State shall take out a license before they shall hunt such wild deer, birds or other game, and prescribing a penalty for the violation thereof.

Open season for deer: It shall be unlawful for any person to hunt, chase, kill, molest, or have in his, her or their possession, any wild deer in the State except during the months of November, December and January of each year. Any person violating this section shall be fined for each deer killed, or in his, her or their possession, not more than one hundred dollars, or less than twenty-five dollars, or be imprisoned not more than six months or less than three months.

Venison or deer hides not to be sold: No person or persons, firm or corporations, shall sell, expose for sale, or have in his, her, their or its possession for sale at any time any wild deer, venison or deer hide, and it shall be unlawful for any person or persons, firm or corporations, to ship or transport any deer, venison or deer hide or hides in this State for sale at any time, and it shall be unlawful for any common carrier to

transport any deer, venison, or deer hide or hides at any time to be sold. Any person or persons, firm or corporations, violating the provisions of this section shall be punished by a fine of not less than fifty dollars or more than two hundred dollars, or be imprisoned not more than three nor less than one month.

Hunting or trapping turkey or quail: No person or persons shall have in his, her or their possession, or shall hunt or kill any wild turkey, quail or partridge in any part of this State, save only from the first day of November until the first day of March of any year. No person shall kill more than two wild turkeys, or more than twenty quail, and no party of two or more persons shall kill more than four wild turkeys or more than forty quail in any one day, and no person shall kill more than five wild turkeys in any one year, and no person or persons, firm or corporation, association, or company shall sell, expose for sale or have in his, her, or their possession for sale in this State, any wild turkey, quail or partridge. Any person, or persons, corporation, association or company, violating any of the provisions of this section shall upon conviction thereof be punished by a fine of not less than twenty-five dollars or more than one hundred dollars, or be imprisoned in the county jail not exceeding sixty days, or less than thirty days.

Unlawful to kill carrier pigeons: It shall be unlawful for any person to catch, kill, maim, wound, detain or molest any homing pigeon or carrier pigeon, or pigeon carrying a metallic band, the property of another. Any person violating the provisions of this section shall be pun-

ished by a fine of not less than five dollars, nor more than twenty-five dollars, or by imprisonment not to exceed sixty days, and in addition to such fine or imprisonment shall be required to pay as costs in the case to go to the prosecuting witness the sum of ten dollars.

Must not ship game out of county: Any person or persons, firm or corporation, who shall ship any deer, deer hide or hides, venison, wild turkey, quail or partridge beyond the limits of the county in which the same were killed, shall upon conviction thereof be deemed guilty of a misdemeanor and shall be punished by not less than twenty-five dollars or more than one hundred dollars, or imprisonment not less than three months or more than six months. Any common carrier, or any agent or employé of any common carrier who shall receive for carriage, or who shall permit the carriage of any such deer, deer hide or hides, venison, wild turkey, quail or partridges by any such common carrier across any county line in the State, shall be punished in the same manner as the shipper: Provided, Hunters or hunting parties may take their game home with them in this State, but not for sale.

Non-residents to secure license: All persons who are not citizens of this State, before hunting for the purpose of killing any wild game in this State, shall apply to the clerk of the circuit court of the county the said non-citizen purposes to hunt in, and upon the payment of ten dollars to the said clerk by the applicant, the clerk shall issue a permit to hunt in said county, only as provided for in this act and the same shall not be transferable, and it shall be unlawful for any

non-citizen of this State to hunt in this State without first obtaining said permit, which permit shall expire on the first day of March next following the date of its issue. That all money collected as provided for in this section shall be paid by the clerk to the county treasurer and shall be applied to paying the fees or salary of the game warden for said county. Provided; That in any county where there is no game warden, then all money collected as provided for in this section shall be paid by the clerk to the county treasurer for the use of the fine and forfeiture fund. Any person violating the provisions of this section shall be deemed guilty of a misdemeanor and upon conviction thereof, shall be punished by a fine of not more than one hundred dollars, or be imprisoned in the county jail not exceeding ninety days: Provided, That the provisions of this act shall not apply to counties having special game laws.

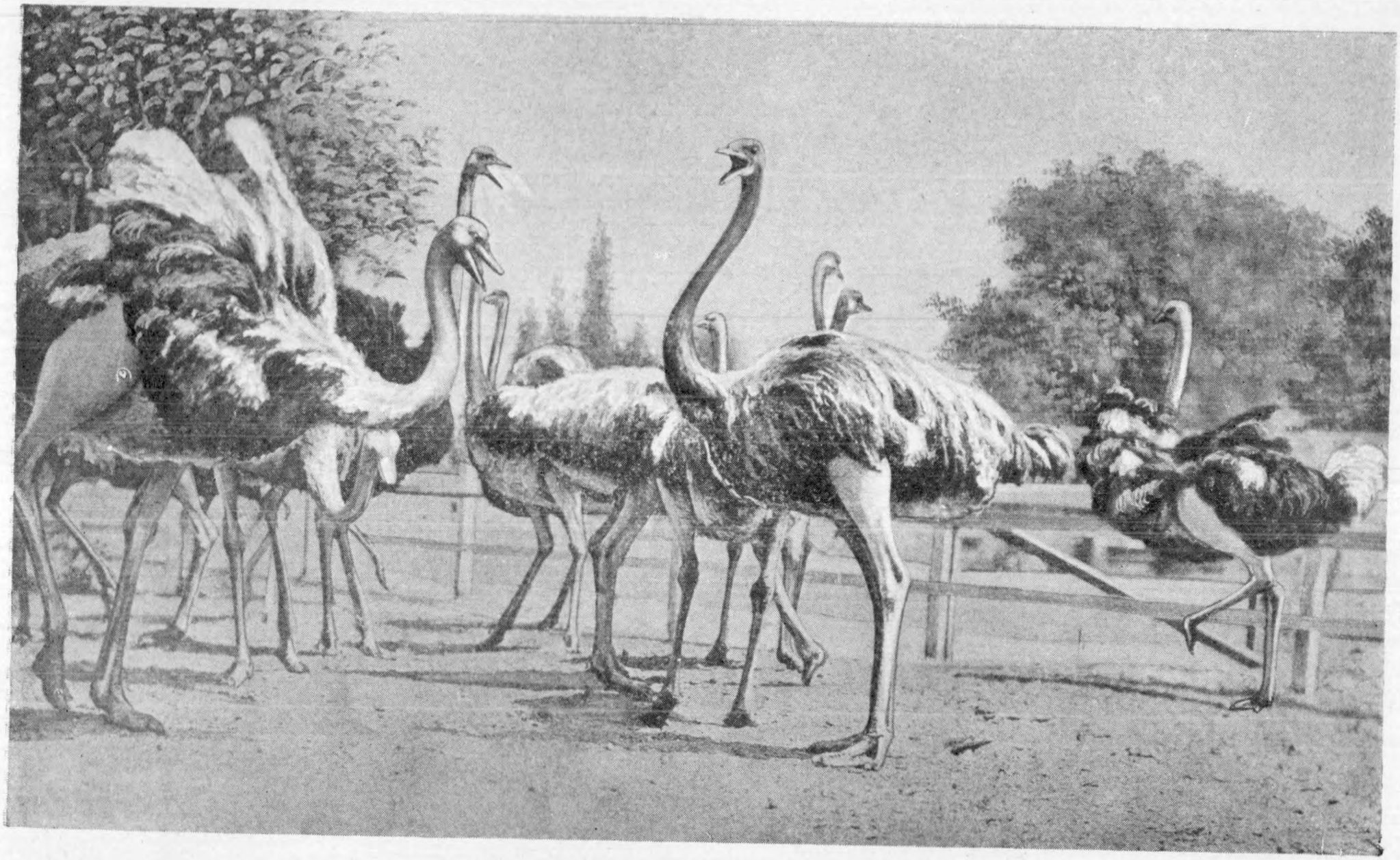
Dispositions of fines: Any person making affidavit giving information sufficient to convict another for violating any of the provisions of the six preceding sections shall be entitled to and shall receive one-half of the fine so imposed and collected, if informant be the game warden; any other shall receive one-third of the fine.

Shooting ducks out of season: It shall be unlawful for any person or persons to shoot wild ducks between the first day of April and the first day of October. Any person or persons violating the provisions of this section shall be punished by fine not exceeding fifty dollars or by imprisonment not exceeding thirty days.

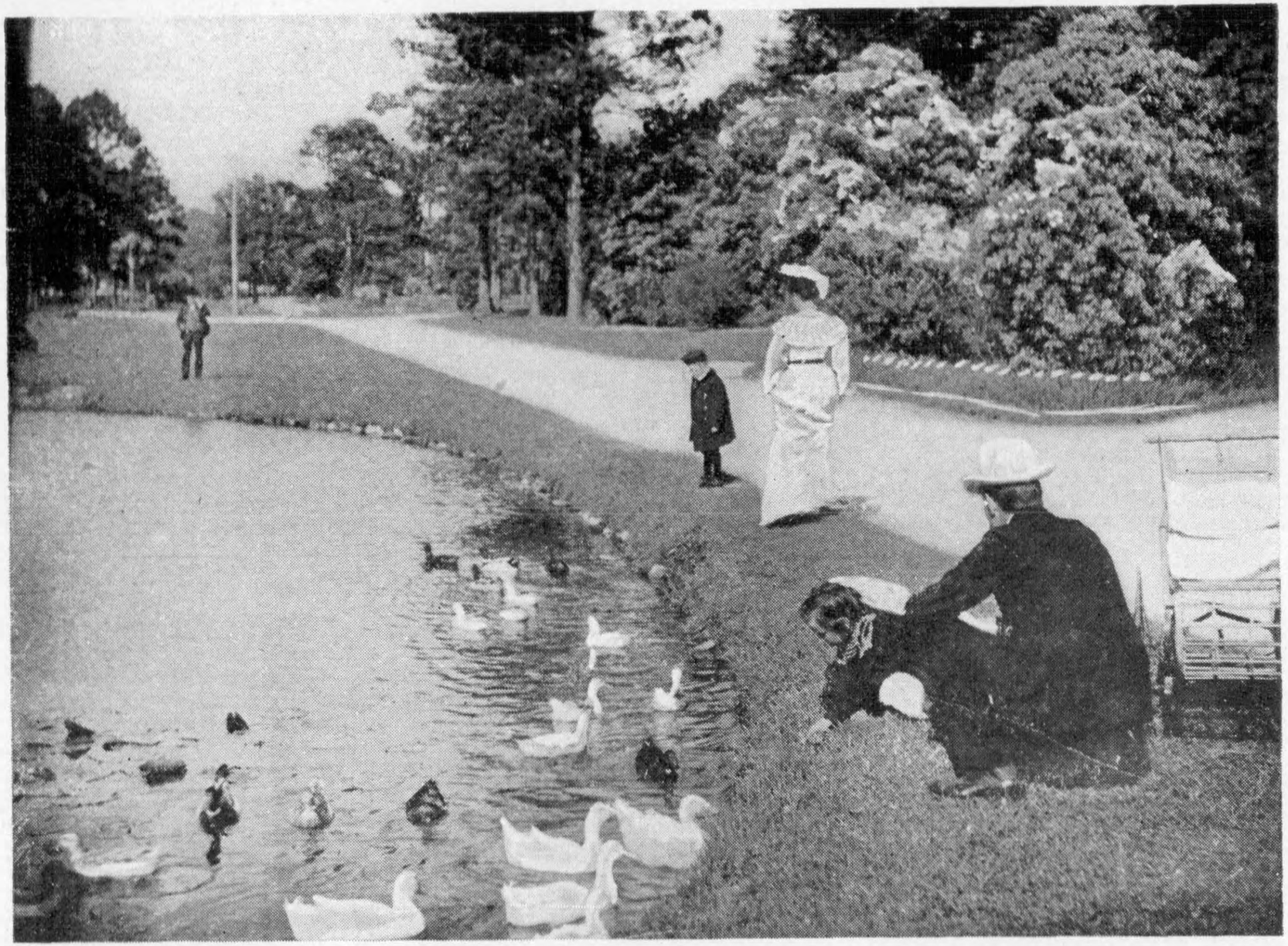
Protection of birds, their eggs and nests: No

person shall within the State of Florida kill or catch or have in his possession, living or dead, any wild bird other than a game bird, nor shall purchase, offer or expose for sale any such wild bird after it has been killed or caught. No part of the plumage, skin or body of any bird protected by this section shall be sold or had in possession for sale. For the purpose of this act, the following only shall be considered game birds: The Anatidæ, commonly known as swans, geese, brant, and river and sea ducks; the Rallidæ, commonly known as rails, coots, mud-hens, and gallinules; the Semicolæ, commonly known as shore birds, plovers, surf birds, snipe, woodcock, sand pipers, tattler and curlews; the Gallinæ, commonly known as wild turkeys, grouse, prairie chickens, pheasants, partridges and quails, also turtle doves, tame and wild pigeons and robins. No person shall within the State of Florida take or needlessly destroy the nest or eggs of any wild bird, nor shall have such nest or eggs in his or her possession. Any person violating the provisions of this section shall be liable to a fine of five dollars for each offense, and an additional fine of five dollars for each bird, living or dead, or part of bird, or nest and eggs possessed in violation of this section, or to imprisonment for ten days.

Who exempt from foregoing section, and manner of exemption: The foregoing section shall not apply to any person holding a certificate giving the right to take birds and their nests and eggs for scientific purposes as herein provided. Certificates may be granted by the Commissioner of Agriculture of the State of Florida, or by any



The Ostrich Farm



Riverside Park

incorporated society of natural history in the State, through such persons or officers as the said society may designate, to any properly accredited person of the age of fifteen years or upwards, permitting the holder thereof to collect birds, their nests and eggs, for strictly scientific purposes only. In order to obtain such certificate the applicant for the same must present to the person having the power to grant such certificates, written testimonials from two well known scientific men, certifying to the good character and fitness of said applicant to be entrusted with such privilege; must pay to said person or officer one dollar to defray necessary expenses attending the granting such certificates; and must file with said person or officer a properly executed bond in the sum of one hundred dollars, signed by two responsible citizens of the State as sureties. The said bond shall be forfeited to the State and the certificate become void upon proof that the holder of such certificate has killed any bird or taken the nest or eggs of any bird, for other than the purposes named herein, and subject the holder of the certificate to same penalties as violators of the preceding section. The certificate mentioned herein shall be in force for one year only from date of issuance, and shall not be transferable.

Birds not included in preceding sections: The English sparrow, shark-shinned hawk (commonly known as the little blue darter), cooper's hawk (commonly known as the big blue darter), great horned owl, crow, ricebird, meadowlark, jackdaw and butcherbird are not included among the birds protected by the two preceding sections. Nothing in said sections shall prevent any citizen of

the State of Florida from destroying birds which are found injuring grapes, fruits, garden or farm products on his premises, or from taking and keeping in a cage any cardinal redbird or mockingbird for his own pleasure or amusement: Provided that the same shall not be sold or shipped out of the State.

Protection of manatee or sea-cow: Any person who shall kill or capture in the waters of the State of Florida a manatee or sea-cow (Trichechus latirostris), without having obtained the permit hereinafter mentioned, shall be fined not exceeding five hundred dollars or imprisoned not exceeding three months.

Permit to kill: Whenever the county commissioners of any county shall be satisfied that the interest of science will be subserved, and that the application for a permit to kill or capture a manatee or sea-cow in that county is for scientific purposes and should be granted, they may grant to such person making the application a special permit to kill or capture a manatee or sea-cow, which permit shall only extend to the capturing or killing of one of such animals.

Default of fish or game warden: Any fish and game warden who shall fail to take cognizance of the violation of any of the fish and game laws of this State when same is brought to their notice, shall be punished by a fine not exceeding fifty dollars or imprisonment not exceeding sixty days.

Local Game Laws: In a great many counties there are special laws which rule instead of the General State Law. These are often quite voluminous, but local guides can give the needed information to sportsmen as to their restrictions

in each section. Should more definite information seem necessary an application to the Secretary of State will bring copies of any desired law.

The fishing laws have relation to commercial fishing, and can be obtained from the State authorities. There has been a large section of the East Coast set aside as a fish and game preserve. There are at present no fish commission stations, but Congress has authorized a fishery laboratory which will be located at some point on the Gulf Coast. For information in regards to fish and fishing, application should be made to Mr. John Y. Detwiler, Honorary Fish Commissioner, New Smyrna, Florida.

ROUTES THROUGH FLORIDA

JACKSONVILLE

Jacksonville (Pop. 57,699), the county seat of Duval Co., is the metropolis of Florida, its chief commercial city, and its railway center. It is the most important port upon the South Atlantic Coast. It is also the Atlantic port farthest west, being in about the longitude of Cleveland, Ohio.

Arrival. The station is at the west end of the business section of the town. Street cars will be found waiting in which one may go to most of the hotels. There are also excellent open cabs at a charge of 25c per person; after midnight 50c. When distance exceeds two miles 50c; after midnight 75c. Children under five years of age accompanied by adult, free; over five and under twelve, half fare. Cabs by the hour, day rate $1; after midnight, $1.50.

Jacksonville is located upon the north bank of the St. John's river, twenty-five miles from its mouth. It was called by the Indians Wacca Pilatka—"the cows' crossing over"—and in early accounts of the vicinity it is commonly called merely The Cowford. There was, however, no white settlement here until 1816. At that time a certain Lewis Z. Hogan, who had settled upon the south side of the river, married a Spanish widow, Doña Maria Suarez, who had a grant of 200 acres upon the present site of the city. Thither the new family removed. The new settlement was well situated to take advantage of the tide of immigration and trade which was then

beginning to flow south into the State. In 1820 a ferry was established. In 1822 an inn was opened by one John Brady. In 1833 the town was incorporated and named Jacksonville after General Jackson, who was not only a national hero, but one who had been closely connected with Florida history at the time of the cession from Spain.

During the Seminole War it was often a place of refuge for fugitives from other parts of the State.

During the Civil War Jacksonville was four separate times captured by the Federal troops. On March 11, 1862, the United States gunboats "Ottawa," "Seneca," and "Pembina" crossed the bar of the St. John's and with some lighter draft vessels captured the city peacefully the next day. In April the force was withdrawn.

The following autumn, in October, it was again seized and again abandoned.

In March, 1863, it was again captured, this time by colored troops, the 1st South Carolina Volunteers under the command of Colonel Thomas Wentworth Higginson, and part of the 2nd South Carolina Volunteers, under Colonel Montgomery. The presence of the black troops gave considerable offense to the population of Jacksonville and must have led to ill feeling, for, when the town was within a month again abandoned, there was much burning and looting, which even in the North was much criticized. It was, however, again taken by colored troops February 7, 1864, and held till the end of the war.

Since that time its history may be said to be that of its growth and commercial development.

In May, 1901, there was a great fire, which de-

stroyed some 2,600 buildings with a loss of over $15,000,000. This calamity, as so often proves with fires in ill-built cities, was really a blessing. In the ten years that have since elapsed the city has been rebuilt, some 8,000 buildings valued at $25,000,000 replacing those destroyed. The town is now a clean, cheerful, pleasant place, with well-paved streets planted with trees, open parks and squares, electric lights, excellent shops, good street car service (all cars start from Bay and Main Streets), and modern hotels. The water supply is from artesian wells, and is abundant and good.

Bay Street contains the best shops and most of the railway and steamer offices.

The City Hall, the Duval County Court House, and the Federal Building, all in Forsyth Street, a little to the north of Bay Street, are the chief public buildings worthy of notice.

Hemming Park is in the center of the city, bounded by Hogan, Monroe, Laura and Duval Streets. It is a spacious, well-kept square, with better turf than is ordinarily found in Florida. The arriving visitor from the north will very probably stroll into it his first day or evening and receive a pleasant impression of Jacksonville as a sub-tropic city. The park is planted with characteristic specimens of Florida flora. In the center there is the confederate monument erected by the city.

Other parks, all of which may be reached by street car and which afford pleasant excursions, are Riverside Park, with a pine grove (Riverside Park Line), Phœnix Park (Phœnix Park Line), Ortega Park (Ortega Line), Springfield Park

(Phœnix Park, Fourth and Pearl or First and Walnut Street Line), Waterworks and Dignan Parks.

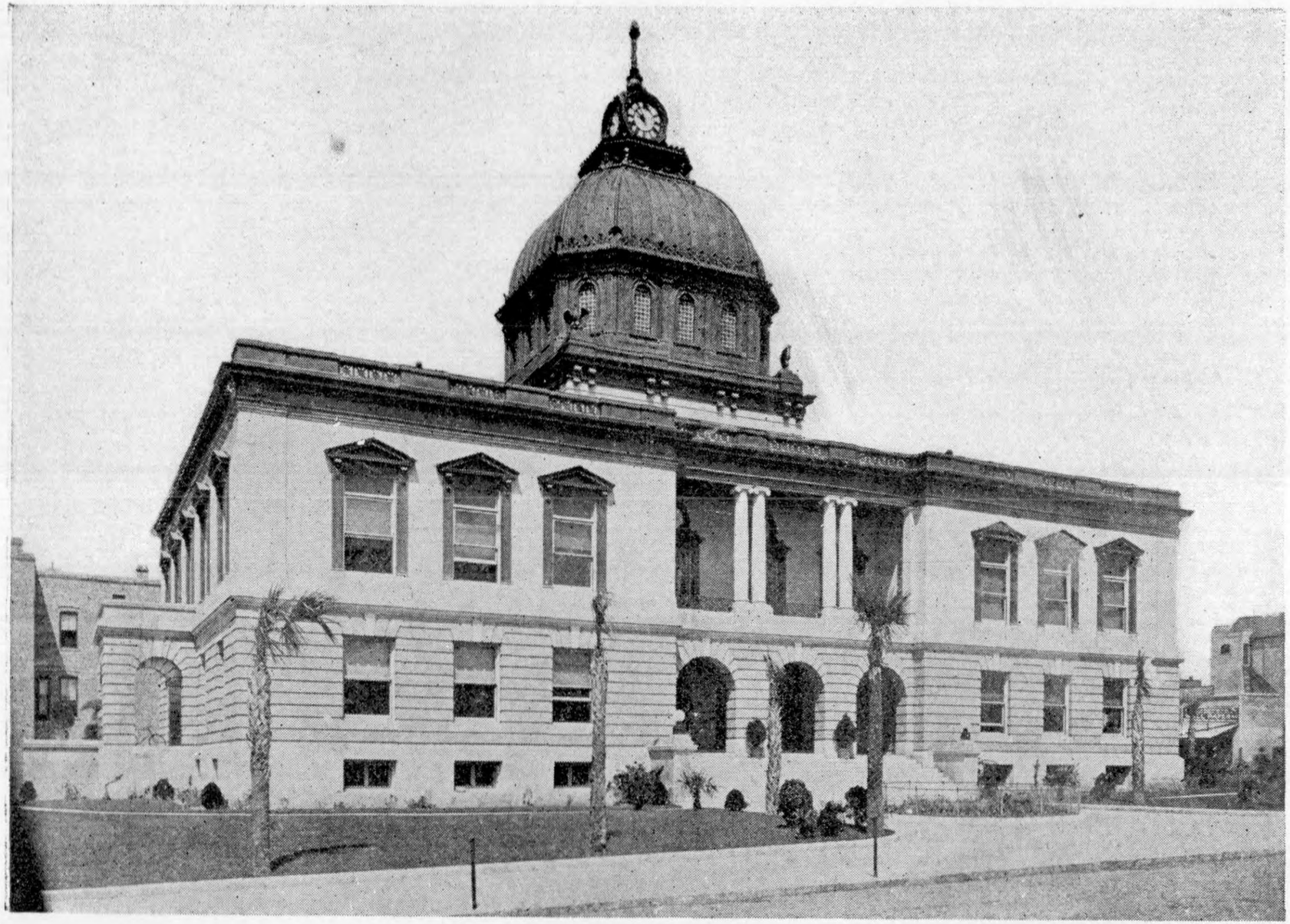
The residential part of Jacksonville is attractive and worth a walk or drive. Riverside, especially, stretching along the St. John's above the city, with its pretty houses standing in well-kept, well-shaded gardens, should be seen.

Talleyrand Avenue, in what was formerly called East Jacksonville, is named for a Marquis de Talleyrand who settled in Jacksonville a few years before the Civil War. He had married a Miss Winslow of Boston, and for a few years lived lavishly in what is still known as the Talleyrand Place. But he became involved in financial difficulties and gave up his Florida residence.

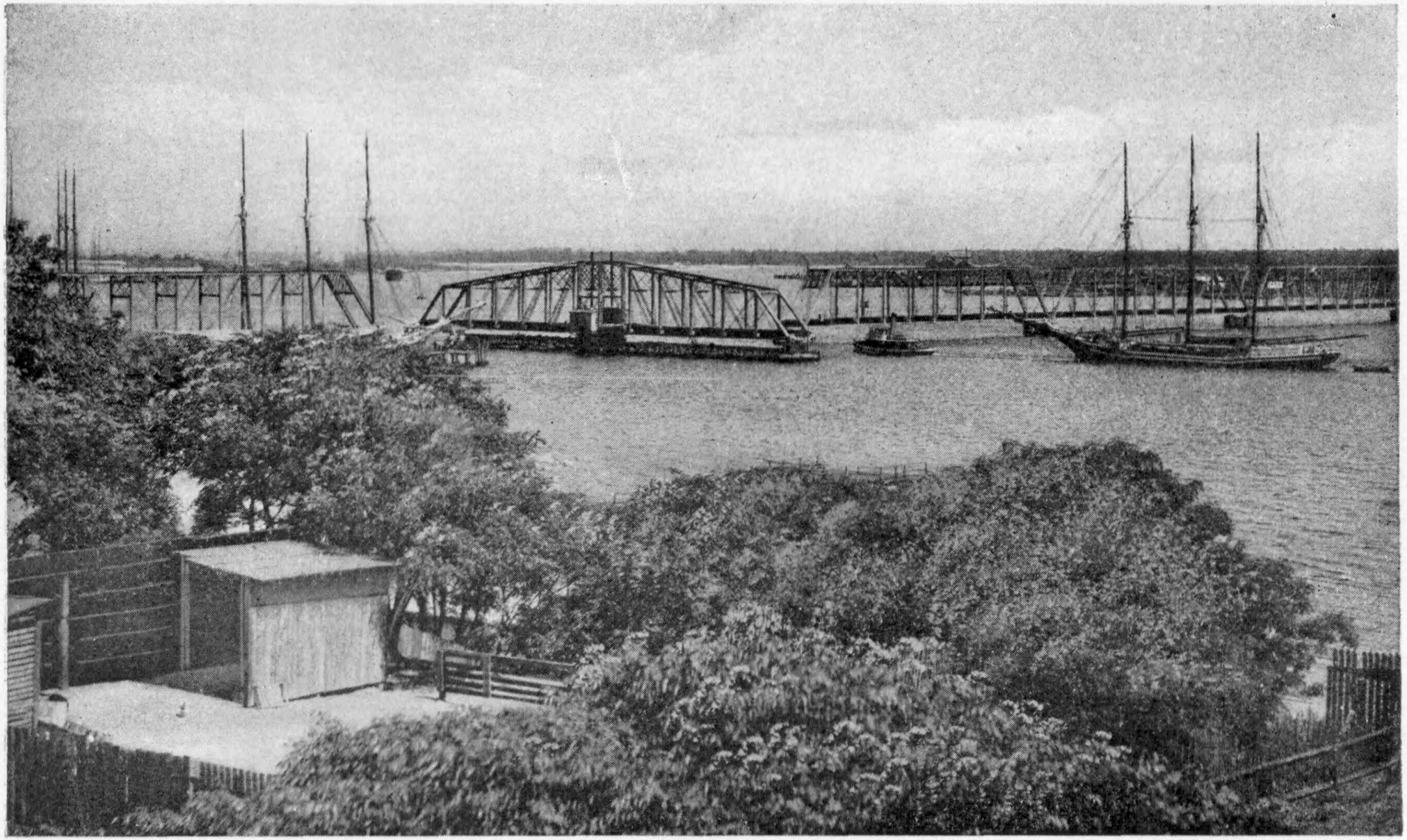
A favorite excursion (Fairfield Line of street cars) is to the Florida Ostrich Farm. The raising of these birds has never become a regular industry of the State as it was once hoped it would, but the ostrich farm shows it as a practical possibility, and offers the visitor an opportunity to see the ostrich at every stage of its existence. The farm also contains a zoological collection.

A good excursion by automobile is over the Atlantic Boulevard Drive, completed in 1910 at a cost of $20,000. This is a hard roadway of shell, brick and asphalt, eighteen miles in length, which runs from Jacksonville to the Atlantic Ocean.

For many visitors the most interesting thing about Jacksonville will be the general evidences of its growth and commercial prosperity. Its enthusiastic inhabitants believe it to be destined to be the South's chief commercial city. And with-



Jacksonville City Hall



St. John's River Bridge, Jacksonville

out venturing an opinion upon such a question it may be said that Jacksonville's energy, civic feeling and rapid growth are unquestioned. Its population has increased from 28,000 in 1901, to nearly 60,000 in 1911. It seems probable that it will remain the "gateway" of Florida and the natural outlet for the produce of the greater part of the State. And if the growth of its manufactures makes anything like the progress of which it now gives promise, the hopes of its most hopeful inhabitants may be realized. It is certain that few if any States east of the Mississippi have as great undeveloped resources as Florida, of which Jacksonville is the commercial capital.

Jacksonville is a deep water port, the St. John's river, from the city to the jetties at its mouth, having at low tide a depth of twenty-four, which dredging operations now in progress are expected to make thirty feet. It has three coastwise lines of steamers. The Clyde Line sends five ships a week to New York and Boston, the Southern Steamship Company two a week to Philadelphia, and the Merchants & Miners Transportation Company three a week to Baltimore. The Burg Line and the Gans Line have steamers to Bremen, Amsterdam and other European ports; the Logan Line to Liverpool. There are two lines to West Indian and Central American ports, and it is hoped, even promised, that soon the lines to the south will be more numerous and better equipped.

JACKSONVILLE TO FERNANDINA

(Via Seaboard Air Line R. R.—36 m. 1½ hr.)

LEAVING **Jacksonville** the train runs north to **Panama Park** (7 m.), crosses Trout Creek and a smaller stream and arrives at **Broward** (12 m.); **Duval** (14 m.) is the next stop. Near **Hedges** (20 m.) the Nassau river is crossed. **Yulee** (24 m., hotel, see list) is a junction with the line to **Baldwin** (35 m.) with connections to **Lofton** (30 m.). The Amelia river is crossed and the rest of the way is over Amelia Island to Fernandina.

Fernandina (36 m. pop. 3,482), a seaport town of some importance. Fernandina harbor is the finest on the Atlantic coast south of Chesapeake Bay. It was not, however, the site of a town of any importance until 1808. Later, on account of the Embargo Act of Jefferson's administration, it suddenly assumed considerable importance as a neutral port and it is said that as many as a hundred and fifty vessels lay there at one time during the war of 1812. It lost its commercial importance afterwards, and has never completely regained it. It is attractively situated near the north end and on the west side of the island, Fort Clinch and Fernandina Lighthouse being to the north. The exports are chiefly naval stores, lumber and phosphates. Vessels load here, not only for the coast, but for foreign ports as well. Amelia Beach on the east side of the island is reached by a good road (2 m.). The climate is

pleasant and bracing and many winter visitors are attracted here. A pleasant excursion is to go by boat to the channels that encircle the Sea-Islands to the north. Cumberland Island, the nearest of these, is remarkable for its beauty. It was the site of "Dungeness," the old home of Col. Nathaniel Greene of the Continental army, presented to him by the State of Georgia. The property is now owned by Mrs. T. M. Carnegie. "Light-Horse Harry" Lee's grave is in the demesne. The islands are all very fertile, and a high-grade of "long staple sea-island" cotton is grown upon them. Many of the islands have been bought by private individuals, who have built beautiful winter homes upon them.

Jacksonville to Macon, Ga.

(Via Ga. So. & Fla. R. R., via Valdosta, Ga.—261 m.).

Leaving Jacksonville in a northwesterly direction, the first of the route is in Florida, passing through **Hoyt** (5 m.), **King's Grove** (8 m.), and **Plummer** (11 m.). The railway turns directly west at **Crawford** (18 m.), passes **Kent** (23 m.) and crosses the St. Mary's river into Georgia. At **Momac,** Ga. (38 m.) it crosses the river again into Florida to **Baxter** (39 m.). **Eddy** (46 m.) is passed and the State line again crossed and then on to **Valdosta,** Ga. (110 m.), and to **Macon,** Ga. (261 m.).

JACKSONVILLE TO MAYPORT

(Via F. E. C. R. R.—26 m., 1 hr.)

The train crosses the river to **South Jacksonville** (1 m.), where the main line of the Florida East Coast R. R. is left, and, turning to the east, **St. Nicholas** (3 m.) is reached. The suburban region is passed, and **Spring Glen** (5 m.), **Hogan** (6 m.), **Center Park** (11 m.) and **San Pablo** (15 m.). **San Pablo Beach** (17 m.) is on the ocean and has a fine beach. It is a favorite resort frequented by the residents of the State during the Summer. The railway here turns to the north and follows the shore to **Atlantic Beach** (20 m.), a shore resort much visited in the spring by tourists returning North. It has an excellent beach. Its hotel was built by the F. E. C. R. R., and is now under leased management. Its standard of excellence is good, and the fact that it is open in the late spring and summer recommends it to tourists who wish to make a late return to the North. **Manhattan Beach** (23 m.) and **Burnside Beach** (24 m.) are the next stations.

Mayport (26 m.) is at the mouth of the St. John's river, and is an old settlement with plain accommodations for tourists. The St. John's Lighthouse adjoins the town. The name Mayport is a reminder that the French called the St. John's "Riviere de Mai"—May river. It was near Mayport that the ill-fated French Huguenot settlement of Florida was made—a settlement antedating that of St. Augustine.

Pilot-town is an interesting village situated west of Mayport on the river bank. It is a settlement of sea-farers. Pilots for the ships making port at Jacksonville start from here. Near Pilot-town was the Spanish fort taken by Des Gourges on his romantic and thrilling expedition of revenge.

The run of shad into the St. John's begins in January and lasts until April. It is the tradition of the local fishermen that the fish never go out again!

The excursion to **Fort George Island** is interesting. The old oak woods are picturesque. In the sedgy channels round here is still some duck shooting, and there are quail upon the island. There was at one time upon the island an ideal Southern plantation of the old school, with a fine mansion surrounded by negro quarters.

The drive from Pablo Beach to Mayport is a very pleasant one along the beach. Sea-bathing at these resorts is comfortable in late March. The trade-winds are balmy and the water is not cold. The F. E. C. R. R. has large docks and wharves for handling coal and lumber at Mayport.

JACKSONVILLE TO KEY WEST

(Via F. E. C. R. R.—522 m.)

I — Jacksonville to St. Augustine (37 m., 1 hr.).

The St. John's is crossed by a long bridge, from which a good view of this really noble river is obtained, and of the city of Jacksonville.

South Jacksonville (2 m.) is also connected with Jacksonville by ferry. It has several manufacturing plants, ship-repair and boat-building yards. Also a certain suburban population going to business on the north shore of the river.

Bayard (15 m.) A small village in the pine woods which, with perhaps not too much care for the reputation of other towns in the State, boasts that it has fewer mosquitoes and insects than any other location in Florida. Its atmosphere is drier than that of the coast and river towns and is said to be beneficial to convalescents from throat or lung affections.

The country is not especially interesting, as one is quickly carried through it by the train. Yet it is characteristically Floridian, stretches of pine barrens varied occasionally by the rich tangle of palmettoes and deciduous trees which mark hammock and swamp land. The traveler on the railways of the State will go through hundreds and hundreds of miles of such country. And the complaint is constantly made that it is actually ugly. That it is monotonous one must admit, desolate too and even a little sad at times. But there are connoisseurs of landscape, who,

especially when they can go into the back country without the confinement of a railway car, find a beauty in the pine tops against the blue sky and in the varied green of the hammocks. The loneliness, the extraordinary feeling of remoteness is to them a merit of the country. Some travelers who begin by actually disliking these Florida flatlands end by finding in them a curious and characteristic charm. In any case to them the clearing of a pretty town must seem like an oasis — in the pines.

As St. Augustine is approached, a view of the city is to be had at the left, beyond salt marshes.

St. Augustine, (37 m., pop., 5,494). Railway porters meet trains to carry hand baggage. Hotel omnibuses and cabs (25c per person; baggage, 25c per person) are in waiting. Agent of St. Augustine Transfer Co. usually goes through train before arrival to arrange for transportation of passengers and their baggage.

St. Augustine, the oldest city in the territory of the United States, is one of the most attractive and interesting. It is unquestionably the one great "sight" of Florida; no visit to the State could possibly be thought complete or satisfactory which did not include it. It is also, considered merely as a pleasant place of resort or winter residence, one of the best which Florida can offer.

The history of St. Augustine was for centuries the history of Florida, at least of East Florida, in the days when they spoke of The Floridas, and Pensacola was the capital of the province of West Florida. Much of the story of St. Augustine has necessarily already been given in the preliminary

chapter of this book upon the history of the State. Only a part of it will be here recapitulated, especially such part as lends interest to still existent antiquities.

The settlement of St. Augustine was made by the expedition which went forth from Spain under Pedro Menendez de Avilés to drive out the colony of French Huguenots which had already been established near the mouth of the St. John's. Menendez agreed with Philip II. of Spain to carry out a force of 600 men, also horses, cattle, hogs, sheep and goats, and, if he wished, slaves. He was also to take twelve priests, including four Jesuits. He was not only to expel the French, but also to make settlements in the country. He was to be Adelantado — Governor — of the country and to receive the title of marquis, a salary, and certain valuable privileges.

On the 7th day of September, 1565, Menendez's fleet cast anchor in what had already been named the River of Dolphins, the present harbor of the town. An Indian village, Selooe, stood upon the site of the present St. Augustine. Menendez disembarked with religious ceremony and military pomp, and took possession of the country. Earthwork defenses were hurriedly thrown up, and the settlement named in honor of the saint upon whose feast day they had sighted the low-lying Floridian coast.

The first business, however, was the destruction of the French. The tragic story of the accomplishment of this has already been told in the introductory historical chapter. The French Fort Caroline was captured. The fleet of Ribaut which had come to the rescue of the little settle-

ment put to sea and was wrecked upon the coast somewhere near what is now Daytona. The miserable survivors made their way to the inlet by St. Augustine which they were unable to cross. Here they surrendered themselves upon definite promises of clemency and safety. They were fetched across in small groups, bound by the Spaniards, and upon their admitting that they were of the " new religion " were butchered without hesitation, over two hundred of them. The several wandering bands of Huguenots were all discovered and massacred.

Sinister though such beginnings were, St. Augustine maintained its existence, no easy task. Provisions ran low, the Indians were unfriendly. Disease appeared, and disaffection reduced the numbers. Menendez's energy and courage were wonderful. In spite of difficulties he sought aid in Cuba, explored the coast, planting forts and lecturing the Indians on Catholic theology. Finally after Menendez had in Cuba, to obtain provisions, pawned his jewels and the cross of his order, succor and a fleet arrived from Spain. Menendez, thinking he might leave the colony for a while, returned to Spain. After the famous expedition of Des Gourges, who in revenge for the destruction of the French colony now descended upon the Spanish at San Mateo on the St. John's, Menendez returned again. The chronicle of St. Augustine during these years is that of all the early American settlements. Menendez died, during a trip to Spain in 1574.

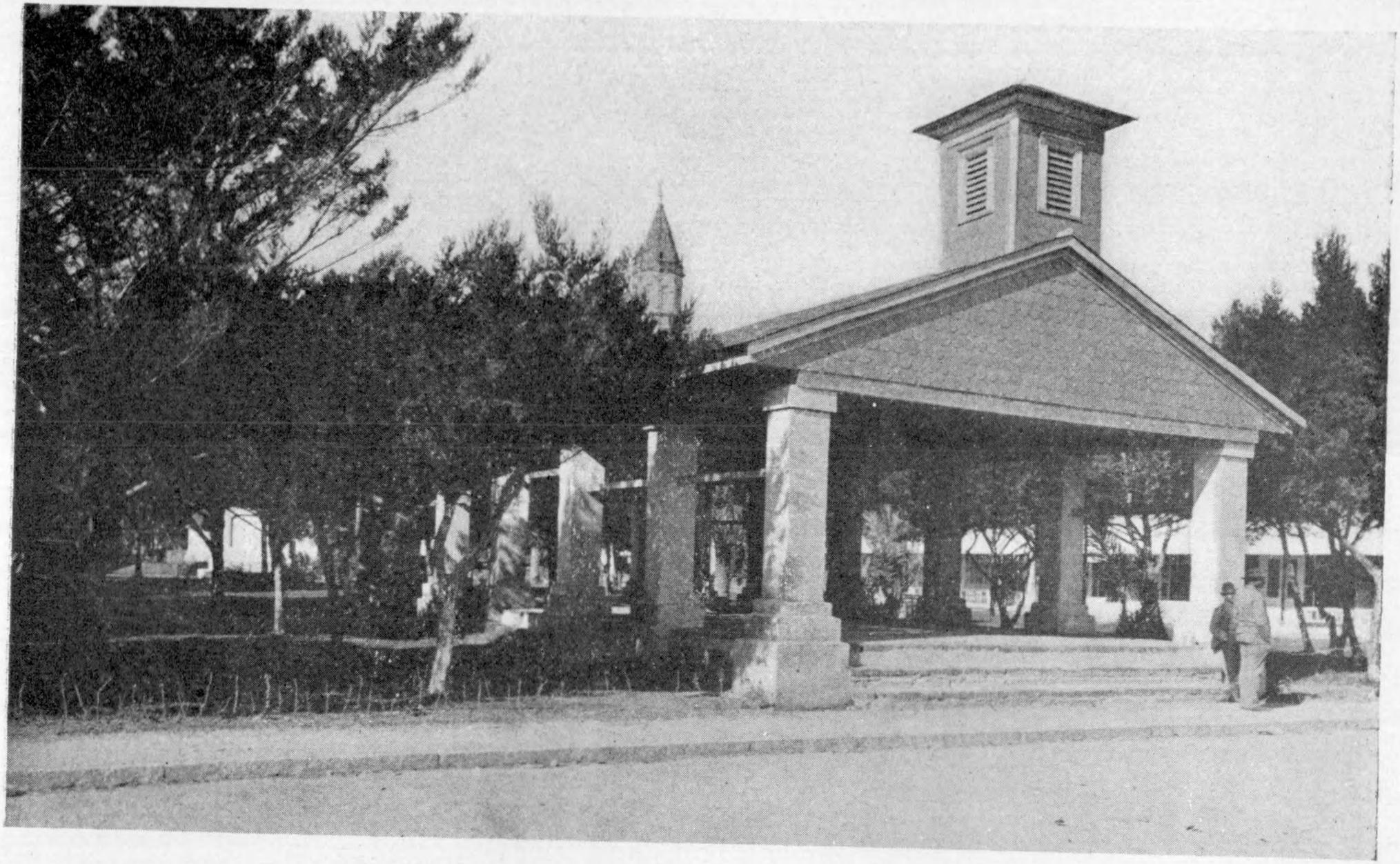
The next event of great interest was the capture of the town by Sir Francis Drake, the great freebooter. The town was at once re-occupied

and re-built after this. The missionary activities of the Franciscans increased and a number of Indian churches were started near the settlement. But conversion was followed closely by retrogression and there were many massacres of priests. There is a moving story of one who obtained permission to say the mass before he died and was as he finished struck down at the very altar.

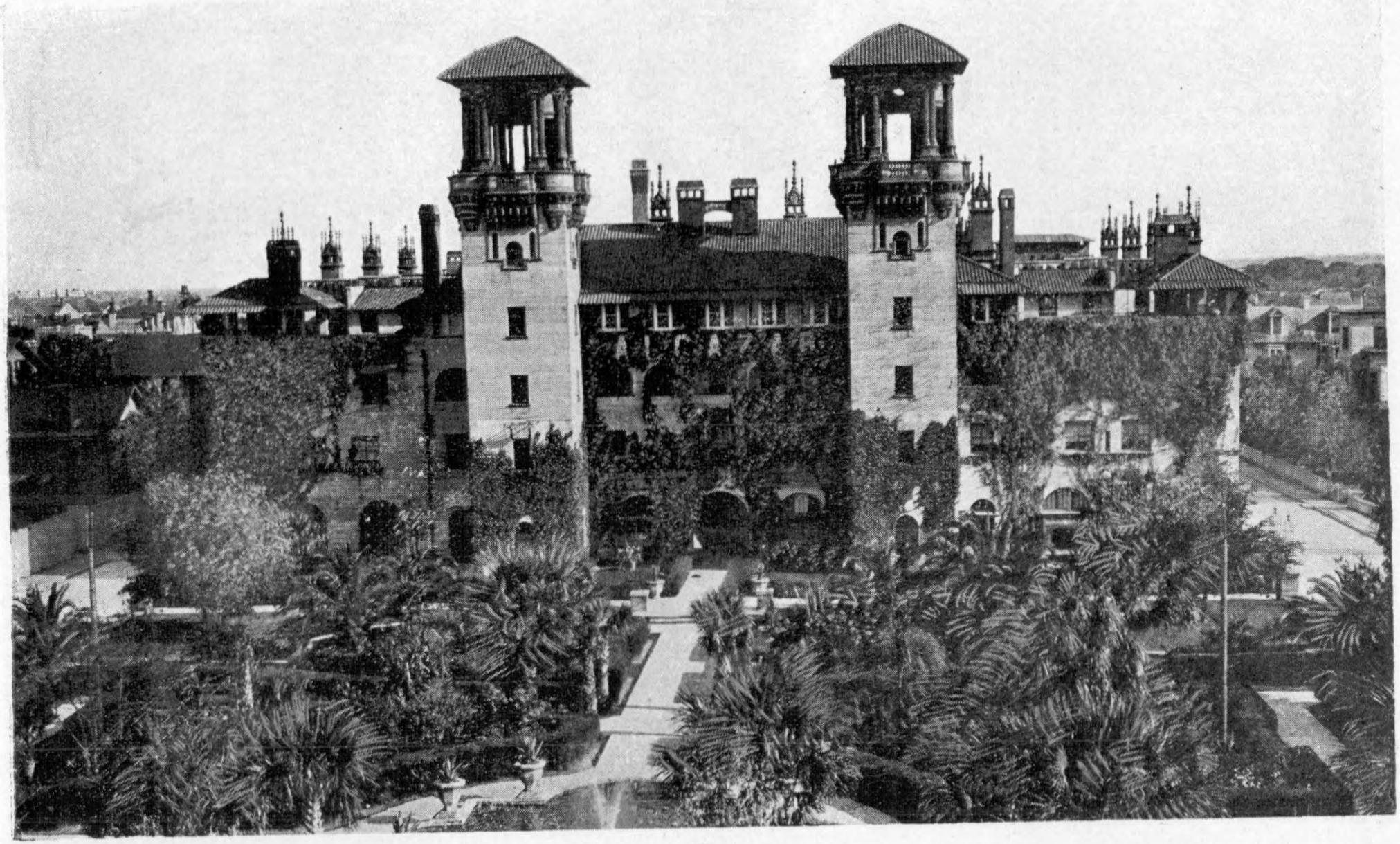
In the year 1638 St. Augustine and the colony waged war successfully against the Apalachian Indians near the Suwanee river country. It was with captives taken in this war that work on the fort was carried on. In 1648, almost a century after its foundation, St. Augustine is said to have had three hundred householders, besides a monastery of fifty Franciscans, and the garrison. In 1665 St. Augustine was again captured and sacked by an English freebooter, Captain Davis. The fort, however, safely protected the inhabitants and the garrison, though it offered no resistance to the English. About 1700 the first sea wall was being constructed; remains of this still exist in Bay Street.

During the early part of the eighteenth century the Spanish colony came into conflict with the English settlements along the coast. In 1702 Governor Moore of South Carolina made a successful descent upon the town and carried away much booty. In 1740 a considerable expedition under Governor Oglethorpe of Georgia invaded Florida and laid siege to St. Augustine for twenty days. But the fort was now strong and well defended. The invaders ultimately retired.

St. Augustine had by this time grown to over



"Old Slave Market," St. Augustine



Hotel Alcazar

two thousand inhabitants. The fort was completed, in almost its present form, under Don Alonzo Fernandez de Herrera, 1755. For over sixty years Apalachian captives had been working on it. It was at that time called St. John's fort; when it came to be called San Marco seems uncertain.

In 1763 Florida was ceded to the English. St. Augustine became the seat of great governmental activity, for under the English rule roads were built, agriculture was encouraged and for the first time in centuries the colony became self-supporting, even profitable. There are many accurate accounts of the city during this time. There was an interesting and cultivated society resident there.

The population was considerably increased by the Minorcans, Greeks and Italians who escaped from Dr. Turnbull at New Smyrna. They had been brought there under indentures to do agricultural labor for an English company, but had been ill-treated until they revolted. The Spanish names of St. Augustine, many of which the tourist will see upon the pews in the cathedral, are mostly of Minorcan families.

Florida was loyal to the British crown at the time of the War of Independence. In fact upon the receipt of the news of the Declaration of Independence the inhabitants of St. Augustine burned John Hancock and Samuel Adams in effigy upon the public square. Throughout the war St. Augustine was a British base of operations against the Americans. Several famous Carolinians, prisoners of war, were at St. Augustine, in the fort, in 1780.

In 1784 St. Augustine again became Spanish. The English residents departed, and for thirty-seven more years, comparatively peaceful ones, the town was left to its quiet and pleasant existence. It lay picturesquely embowered in orange groves. Its inhabitants though poor were generally light-hearted. They loved music and dances, they celebrated the carnival each year with masking and frolics. It is perhaps the period of the town's history which its present appearance most strongly recalls.

In 1821 it became American, though for a long time it must have remained more strongly Spanish in character. (Writing even as late as 1858, Fairbanks, the best known of Florida's historians, says that most of the citizens speak English and Spanish with equal facility.) At first the legislative council of the territory of Florida held its meetings here, and the first Governor, W. P. Duval, lived here, before he moved to his log cabin in Tallahassee, all the new capital afforded at first as a gubernatorial mansion. Readers who will turn to the Ralph Ringwood sketches of Washington Irving will find an interesting account of this famous and original man.

St. Augustine must have been a picturesque town in these days. The carnival was celebrated as late as 1848 with some curious local ceremonies. "Shooting the Jews"—in effigy—was one of them. Another odd performance was by maskers who were dressed as St. Peter and went through the streets endeavoring to throw a net over the heads of anyone who dared approach too close. "Posey Dances" were another local gayety.

The outbreak of the Seminole War in 1835 made St. Augustine for some years an important military post. Though it was unsafe to venture without the gates, and massacres by the Indians took place near the town, there was a period of great activity and seeming prosperity while the military remained. During the war the famous Seminole chief Osceola was confined in the fort.

The history of the city during the Civil War is an uneventful one. It was taken by the Northern forces in March, 1862, and held by them till the close of the war.

Its later history may be said to commence with the arrival of Mr. Flagler and the Florida East Coast Railway, when the ancient city, which had been sleeping so long and so peacefully in the sun, was suddenly transformed into one of the leading winter resorts and show places of the country. Never, it may safely be said, was more care taken to preserve the character and charm of an old town when the time came to give to it all the improvements of modern life. There will, of course, be some who will always regret the passing of the drowsy, foreign, far-away town they once knew, but they must admit that St. Augustine still has a charm and beauty and individuality which make it stand quite alone among American cities.

The railway station lies to the west of the town near the San Sebastian river, between which and the Matanzas the city lies. The center of the town is the Plaza, which opens at one side upon the river. It is pleasantly planted and with its surrounding buildings, some in the Spanish style,

and its glimpses of narrow streets with overhanging balconies it gives one at once something of the town's romantic quality. At one end, next the river, stands a plain but picturesque white structure, a simple gable roof supported on pillars, which is popularly called the Old Spanish Slave Market. It is as a matter of fact neither old, Spanish, nor a slave market. It was built in 1840, for the ordinary purposes of a market, burned in the fire of 1887 and restored. It is now a pleasant resting place with a flowing well of sulphur water for the passer-by's refreshment.

The pyramidal monument of coquina covered with weather-beaten stucco in the center gives the Plaza its name, Plaza de la Constitucion. It was erected by the Spanish in 1813 in honor of the Constitution granted by the Spanish Cortes during the War of Independence. The inscription in Spanish is translated into English,

PLACE OF THE CONSTITUTION

Promulgated in this city of St. Augustine of East Florida the 17th of October, 1812, the Governor being Don Sebastien Kindalem, Knight of the Order of Saint James,

FOR ETERNAL REMEMBRANCE

The Constitutional Council erected this obelisk under the superintendence of Don Fernando de la Maza Arredonto, young municipal officer, dean of the corporation and Don Francesco Robira, Attorney and Syndic.

In 1814 Ferdinand VII. having regained the throne promptly annulled the constitution and ordered all monuments raised in its honor destroyed. Here in this remote provincial capital they contented themselves with removing the in-

scription which, however, was restored without opposition in 1818.

The Plaza under British rule was called the Parade and until 1865 the dress parade of the United States garrison took place here.

To the west of the Plaza is the Post Office. To the north the Cathedral is the most notable building. The present edifice erected from designs by Carrère and Hastings, replaces the older church destroyed by the fire of 1887. The original design of façade was retained, and the effect of the Cathedral is in the main that of the old one. The earlier building was begun sometime during the first half of the eighteenth century, and completed in 1793. It is dedicated to St. Joseph. One of the bells of the first church, itself from a still earlier edifice, bears the inscription "Sancte — Joseph — Ora — Pro — Nobis — D — 1682," and is probably the oldest bell in America. Before the fire of 1887 there was a lamp before one of the altars which, local tradition said, had not been extinguished for over a century — a reminder that before we realize it America is becoming an old country.

Along the river-front from Fort Marion at the north to the barracks at the south extends the sea wall, of coquina topped with granite. It affords a pleasant promenade, with a view of the Matanzas, of Anastasia island across, with its striped black and white "barber pole" lighthouse. In the days before St. Augustine's modern improvements and magnificent hotels, when it was a sleepy little town visited by few tourists, the sea wall was a famous sight. It was built by the United States Government in 1835-42,

during the busy times of the Seminole War, at an expense of about $100,000. There had been a protecting wall as early as 1700.

North from the Plaza leads the main street of the town, St. George, to the City Gates. On the right Treasury Street is passed, the narrowest of St. Augustine's streets, and one of its most picturesque. All this quarter of the town is still full of bits that give it an odd and romantic character. It is true that the overhanging balconies are disappearing and the whitewashed houses with only a few small windows on the street, the reminders of old Spain, are gradually being blotted out. But for the sentimental idler the town still has an atmosphere and a charm, persistent and haunting.

The City Gates at the North End of St. George Street are all that is left of the wall that encircled the town. St. Augustine, lying between the San Sebastian and the Matanzas rivers, was easily fortified against slight dangers. In case of siege the inhabitants had a refuge in the then almost impregnable Castle of San Marco. The Gates are all that remains of the wall which guarded the land approach, a drawbridge across a moat leading to the entrance of the town. They are a modest but well-proportioned gray structure of coquina, not intrinsically, perhaps, a notable "sight," as "sights" abroad might be reckoned, but in our country, where gray city gates are rare, a worthy and pleasant goal for any pilgrimage. Their date is uncertain, though they are probably of the period when the fort was completed, the middle of the eighteenth century.

Fort Marion, formerly called San Marco, is the

most important antiquity of St. Augustine; it is the most perfectly preserved example of the military architecture of its time which exists in this country. It stands at the north end of the town in a pleasant park, utilized as a golf course. It is no longer occupied in a military sense, but it is the property of the United States Government, and is open free of charge from 8 to 4 every day.

The first fort of St. Augustine was naturally of logs, and was called St. John of the Pines. Later the name of St. Mark was given to the town's defense, and then that of that revolutionary hero, General Francis Marion, shortly after Florida became American. The fort was for centuries being changed and strengthened. The present structure, which is planned upon the military system of Vaubun, was a long time in being built. All through the second half of the seventeenth century Apalachian Indian captives toiled upon its walls. It was not till 1765 that it was considered finished.

The material is the curious coquina rock which is quarried on Anastasia Island, opposite the town, and is found at various places along the Florida coast. It is an agglomeration of shells and shell fragments which,. comparatively soft when quarried, harden with age and exposure to the air. It is a characteristic and interesting building material.

The fort is surrounded by a moat — now dry, and a glacis or earth wall beyond this. It is entered by a barbican or fortified gate at the south. A drawbridge originally led part way across the moat to the barbican and a second drawbridge

to the entrance of the fort. Over this entrance is the arms of Spain and an inscription recording the completion of the fort in the reign of Ferdinand VI, when Field Marshal Don Alonzo Fernando Hereda was Governor and Captain-General of East Florida and Don Pedro de Brozas y Garay was Chief Engineer directing the works.

The fort is a square with bastions at the four corners (originally called after four of the apostles) and an open court in the middle; around this are rooms, and from it a staircase mounts to the upper works. Around the court are a series of rooms designed for the ordinary uses of a garrison. In the north wall is the chapel. In the northeast bastion is an inner dark room, designed as a powder magazine. Later, when it had become damp it was disused, and finally walled up. When the Americans took possession of the fort they knew nothing of the existence of this inner chamber until 1839 when the caving in of some masonry led to its discovery. The old powder magazine is commonly called the dungeon. Possibly it would be rendering a poor service to visitors to attempt to disprove any of the gruesome legends of starved and tortured prisoners which the popular imagination has since provided for this "dungeon." Such tales will be heard as one goes about the fort, and indeed within its grim gray walls they begin to sound plausible.

"Coacoochee's cell" is pointed out near the southwest bastion, as the one in which the famous Seminole chief was kept a prisoner and from which he with a companion escaped by squeezing through the embrasure and dropping

into the moat. The more famous Osceola was also a prisoner here.

A stone staircase leads up to the terrace or terrepleine of the ramparts, where artillery was formerly mounted. The view from here of town and river is beautiful, and no pleasanter place could be found to lounge away a half hour and let the imagination play over the centuries' history of this little Spanish provincial capital. At the corners are picturesque sentry boxes.

The moat is forty feet wide. Beyond it on the river front is a stone water-battery built by the United States in 1842. A small brick building in the moat was a hot shot furnace and was built in 1844.

At the south end of the sea wall are the St. Francis Barracks. They stand upon the site and contain some bits of wall of the old Monastery of St. Francis which formerly stood here, in the days when St. Augustine was the center of Florida's religious life and missionary activity. The garrison has now been withdrawn, and the dress parade is no longer the pleasant feature in St. Augustine's daily life that it once was. The barracks are now devoted to the uses of the local military organizations.

To the south of the barracks is the Military Cemetery where are buried many who lost their lives in the Seminole War. Three low pyramids of stone mark their grave. There is a shaft to those who died under Major Dade's command, when they fell into an ambuscade of Indians in a pine barren near the Great Wahoo Swamp, and were, all but three, shot down, August 28th, 1835.

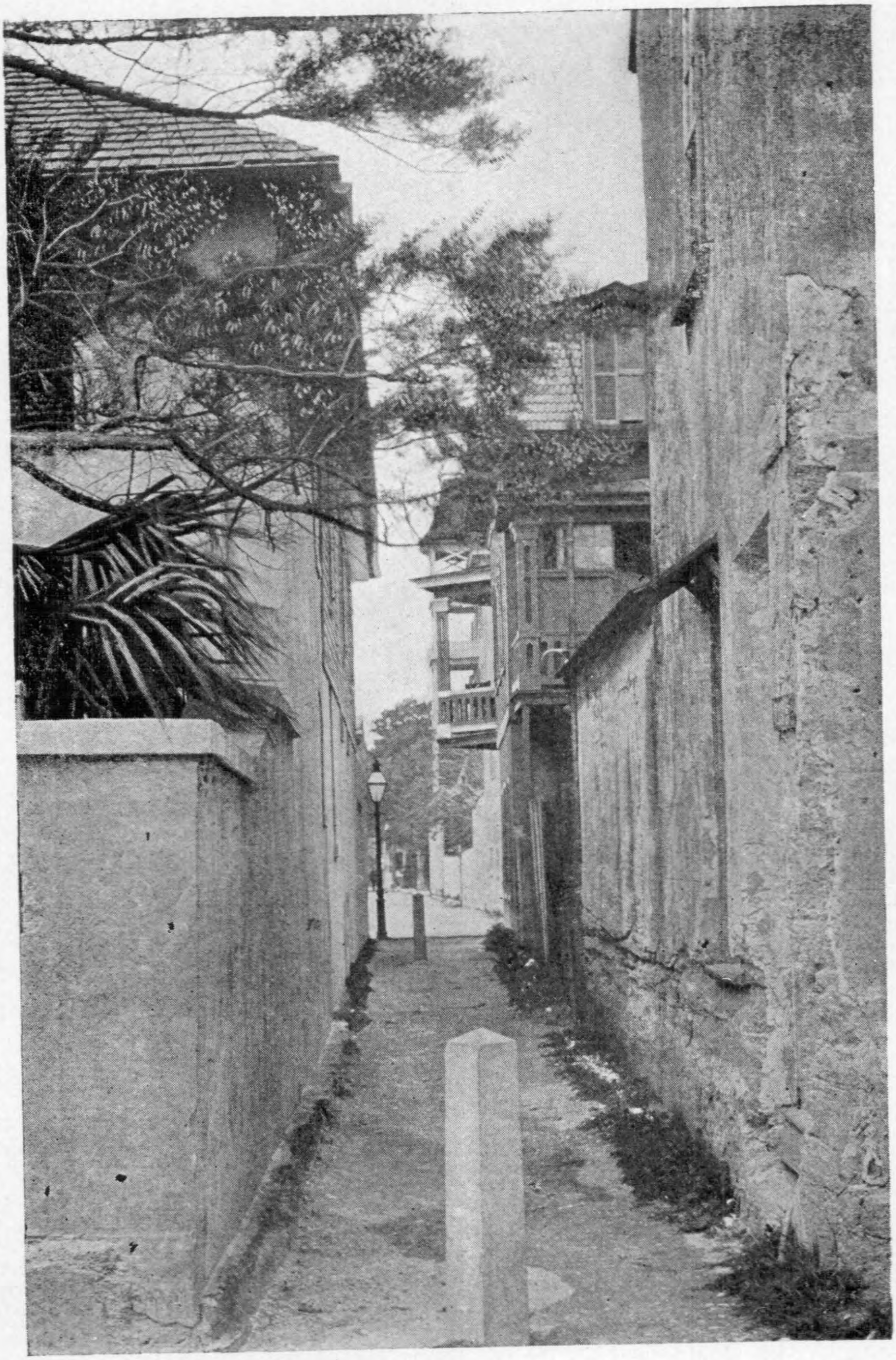
Charlotte Street, St. Francis Street, and the

side streets running east and west should all be visited to complete the view of the city. The Vedder Museum on Bay Street at the corner of Treasury is worth seeing. Old St. Augustine, as it still exists, will be seen in its full attractiveness by the tourist who has leisure time and an eye for the historic and picturesque. A few hours spent in browsing among the old books on the town and its history would more than repay the sympathetic visitor to the "ancient city."

New St. Augustine is a gorgeous and worthy successor of the quaint old town. In the very center of the historic ground of centuries now rise beautiful Spanish buildings, richer and lovelier than could have been imagined by any inhabitant of those earlier days. Yet the new buildings have something of the same suggestion for the imagination as the simple old structures which once formed the town. St. Augustine, as it grew modern and sumptuous, preserved almost more than any place one can think of, its individual note and its special exotic charm for the northerner.

The Hotel Ponce de Leon, since its opening, has been described in the periodical press and in the advertising folder and booklet almost *ad nauseam*. Yet, although it is perhaps no longer what it was once, the latest wonder of the world, it still remains a remarkable and famous hotel. Architecturally it is still one of the most interesting and successful experiments of American architecture. Other hotels in Florida are comfortable, luxurious, or even splendid caravanseries; St. Augustine hotels alone definitely de-

Memorial Presbyterian Church



Treasury Street

serve to be classed among " sights " which might well, wholly on their own account, attract the intelligent tourist to the town which contains them.

The Ponce de Leon, designed by Carrère and Hastings of New York, is an elaborate example of what may roughly be described as Spanish Renaissance architecture. Flattened domes, towers, broadly projecting eaves under red-tiled roofs, courtyards surrounded by broad colonnades, and filled with luxuriant tropical plants, rich heraldic and symbolic decorations everywhere, compose a somewhat fantastic but extremely picturesque and lovely whole. The detail of carving, design of fountains, everything of the hotel's exterior may be said to demand notice and to compel appreciation.

The interior is elaborate and sumptuous. It is, however, perhaps less original and successful from the point of view of design than the exterior.

Opposite the Ponce de Leon is the Hotel Alcazar, also in the Spanish style. Crossing a little green square and going through a passageway between twin towers one enters the forecourt or *patio* of the hotel. In the arcades around it are shops and offices. In the center is a fountain flowing into a pool. A rustic bridge crosses this and palms and flowers surround it. In the evening especially the Alcazar Court is a delightful and favorite promenade.

One wing of the Alcazar is what used to be the Hotel Cordova, a construction of somewhat sterner style of architecture which contains direct adaptations of various buildings in old

Spain, of the Puerta del Sol in Toledo and of some Sevillian houses.

The Presbyterian Memorial Church, on Valencia Street, is the gift of Mr. H. M. Flagler. It was designed, in the Spanish style, by Messrs. Carrère and Hastings, and adds not a little to the new Hispanic picturesqueness of St. Augustine.

All the newer buildings of St. Augustine are built of coquina concrete, compounded of cement and the crushed shell rock.

Beyond the fort is a pleasant quarter of villas and winter residences, sitting in leafy and flowery gardens. There is also, on the edge of the green that surrounds Fort Marion, the house of the Golf Club.

This green is the field upon which take place some of the ceremonials of the Ponce de Leon festival which is occasionally given in St. Augustine in the spring in commemoration of the great explorer's landing. Spanish ships appear in the "River of Dolphins" and from them disembark the Spaniards. They are met by the Indians. It is an agreeable pageant, reminiscent of the masking and carnival for which the town used to be famous. In the evening the Plaza and its adjacent streets are illuminated and there are fireworks on the water front.

Excursions

Anastasia Island lying directly opposite St. Augustine is a favorite excursion. The bridge from the foot of King Street crosses the river. It carries a light railway. The island is sand dunes overgrown with scrub-pine, pal-

metto, and other characteristic growth of the Florida seashore. The Lighthouse is usually open to visitors. Its queer black and white spiral stripes make it a notable feature of the landscape. Farther south are the coquina quarries. At **Matanzas Inlet,** twelve miles southward, are the ruins of an old Spanish fort which guarded this approach to the river and the town. This was the scene of the capture and massacre by Menendez of the ship-wrecked French expedition in 1565, and to some even now the desolate sand dunes will seem filled with sinister memories.

There are drives to be taken both north and south of the city. But for the automobilist there is still a lack of good roads. However, the trip to Jacksonville is comparatively easy, and even south to Ormond the adventurous motorist will find an interesting road through an almost uninhabited country.

II—St. Augustine to Palm Beach

(243 m., 10½ hrs.)

East Palatka to San Mateo.
New Smyrna to Orange City Junction.
Titusville to Sanford.

LEAVING St. Augustine, the first place is **Elkton** (47 m. from Jacksonville). This is the beginning of the famous potato raising district of which the center is —

Hastings (54 m., pop. 400).—About fifteen years ago it was discovered that the soil of this region, which had been merely the ordinary pine forest, was peculiarly adapted to the growth of

Irish potatoes, which would mature early and compete with the Bermuda product. Since that time the growth of the potato culture has been remarkable. The small way station, then scarcely more than a water-tank, has become an animated and prosperous town. The traveler who passes through Hastings in the spring at the time of the potato digging will even in the short time of the train's stop, see an amusing and characteristic street scene. The need of extra labor at this time attracts to the town great numbers of colored people of both sexes. They crowd the part of town around the railway station, in picturesque clothes, and in a mood of gayety which suggests that a jaunt to the potato-digging is for them like a trip to some spring-time carnival. Sometimes there are also the "camp followers" whom one would expect, an occasional quack doctor or an open-air dentist, an itinerant vendor of tawdry finery, or the wandering proprietor of some small moving-picture show. Such a glimpse of Hastings is all the ordinary tourist will get. But for the settler or the man more seriously interested in the new agriculture of the South the important thing is that the potato crop runs in value to $100.00 an acre. It is claimed that cotton can be raised as an after-crop upon the potato land. If this "intensive culture" can be successfully maintained the productive value of the land will be doubled.

Hastings is the railway station for the small settlement of **Federal Point** on the St. John's river, in a fruit-growing and farming district. Small hotel.

East Palatka. (63 m.) Junction for the branch

line across the St. John's River to **Palatka** (p. 224), also for branch to San Mateo.

East Palatka to **San Mateo** (3 m.). The small village is pleasantly situated on a ninety-foot bluff overlooking the St. John's river. It lies among pine woods interspersed with orange and grape-fruit groves. Here extensive and successful experiments have been made by the San Mateo Fruit Company in growing orange trees under sheds to protect them from the danger of frost. Their groves and packing houses are open to visitors.

After leaving East Palatka the railroad which from St. Augustine has run southwest towards the St. John's turns sharply east and later southeast, making its way back to the Atlantic coast, and passing **Espanola** (82 m.) and **Bunnell** (87 m.).

Dupont (90 m.) of some importance in the lumber and turpentine trade, with large mills. There is a tram to the Haw Creek district.

The railway goes through long stretches of pine lands, much thinned out by the lumbermen. The trees that remain are almost all tapped for turpentine manufacture. The "turpentining" of the Florida woods is often done with an almost cruel recklessness, mere saplings being stunted or totally killed in this way for the sake of a very trifling profit. Florida's timber, at one time her greatest resource, has been wastefully diminished, owing to the lack of proper control from the Federal or State authorities. The live-oak was long ago almost completely taken out of the

woods. And the pine forests are being thinned out at a rate which is a serious danger both to the prosperity and the climate of the State. The practice, which has existed in the peninsula from time almost immemorial, of burning over the back country so that the cattle may be pastured on the fresh grass which springs up after the fire, is also responsible for enormous timber losses every year.

The railroad crosses the Tomoka river, a clear brown stream flowing sluggishly northeast into the upper waters of the Halifax, and soon reaches

Ormond (104 m., pop. 780). The express trains, during the winter season, cross the Halifax river by a long bridge and go to the entrance of the Hotel Ormond. Certain local trains, and during the time of the year when the hotel is closed, all trains stop at Ormond station on the west side of the Halifax. A horse-car connects with trains at the station and crosses the river to the Hotel Ormond and the small village of the same name.

Ormond is situated on the Halifax river a few miles south of its head. The Halifax is, accurately, what the Matanzas river at St. Augustine is, a tidal saltwater lagoon rather than a river. Behind a peninsula of sandy dunes which shelters it from the Atlantic it runs parallel with the coast for almost twenty-five miles to the Mosquito Inlet, where the ocean breaks through the sand dunes and pours its flood into the river. This topography is characteristic of almost the whole Florida East Coast, and gives it its special characteristic, an ocean beach and a river

with luxuriant green vegetation on both banks.

The hotel at Ormond, and most of the most attractive residences, are upon the peninsula facing west, with a view of the river, which is here about a half mile wide. The peninsula is a little less wide; an easy walk brings one to a smaller hotel on the very edge of the Atlantic, to bath houses, and to the famous beach, which is the chief boast of both Ormond and Daytona. For motoring and driving it is practicable for a few miles north from Ormond, its condition varying a little with weather and season. But to the south there is, for several hours each side of low tide, a hard packed smooth roadway of clean gray sand extending past Seabreeze and Daytona to the Mosquito Inlet, almost twenty miles away, a beach probably without an equal in the world. Motoring is naturally one of the chief amusements of Ormond visitors, for not only is the beach available, but excursions are possible along the banks of the Halifax, and, if the motorist can content himself with wood roads of indifferent quality, into the beautiful hammocks and pine lands of the back country. Driving, riding, or walking will still further enable the visitor to come to know the beauty of the Floridian country-side.

Sailing has unfortunately been largely given up along the Halifax; but motor boats and steam launches are available for trips on it and its tributary rivers and creeks.

Ormond has for a long time been the chief, if not only, center of golf play on this part of the East Coast. The old links, near the railway station, was somewhat flat and monotonous.

The new links, which has been laid out on the sand dunes next the sea, to the east of the Hotel Ormond, will, it is expected, be ready for play soon as an eighteen-hole course. The location inevitably reminds one of some of the famous old courses in Scotland, and if grass can be made to grow thickly enough on these rolling wind-swept dunes — the question of turf is always a difficult one in Florida — Ormond will possess a golf course unique in the South, a characteristic and delightful new version of St. Andrew's set among the tropical blue-green scrub-palmettoes. There is a Golf Club House near the bath houses on the beach. Information as to permission to avail oneself of the privileges of the golf course is to be obtained at the office of the Hotel Ormond.

Sea bathing is always in season. It may seem to some a rather rigorous pleasure in January and February, yet there is scarcely a day of the year when some bathers may not be seen. The beach is with ordinary precautions a perfectly safe one, yet it is inadvisable for even the strongest and most experienced swimmers to venture beyond their depth or to try to swim beyond the surf. The quality of the water is very agreeable, and the bathing a delightful tonic.

Excursions from Ormond

The Tomoka River.—This water trip, which can be easily made either in a specially chartered launch, or in one of the public boats which run regularly every day during the season from both Ormond and Daytona, is the most famous and delightful excursion in this region. It is usual

to devote a day to it, taking provisions and having a picnic meal before the return. Hot coffee and lunch may usually during the season be secured at the "Tomoka Cabin" at the end of trip. Inquiry as to this should, however, be made beforehand at the hotels or at the boat landing. It is common to make the return trip by land, in carriage or motor, from the head of navigation on the Tomoka across country to Ormond or Daytona. This shortens and varies the day. But it is probable that the majority will not find retracing the course by water other than agreeable.

From Ormond the boat goes north on the salt blue waters of the Halifax for between three and four miles, passing occasional cottages and orange groves. It then rounds a low-lying heavily-wooded point on the west bank and turns sharply south and a little west into the clear dark brown stream of the Tomoka.

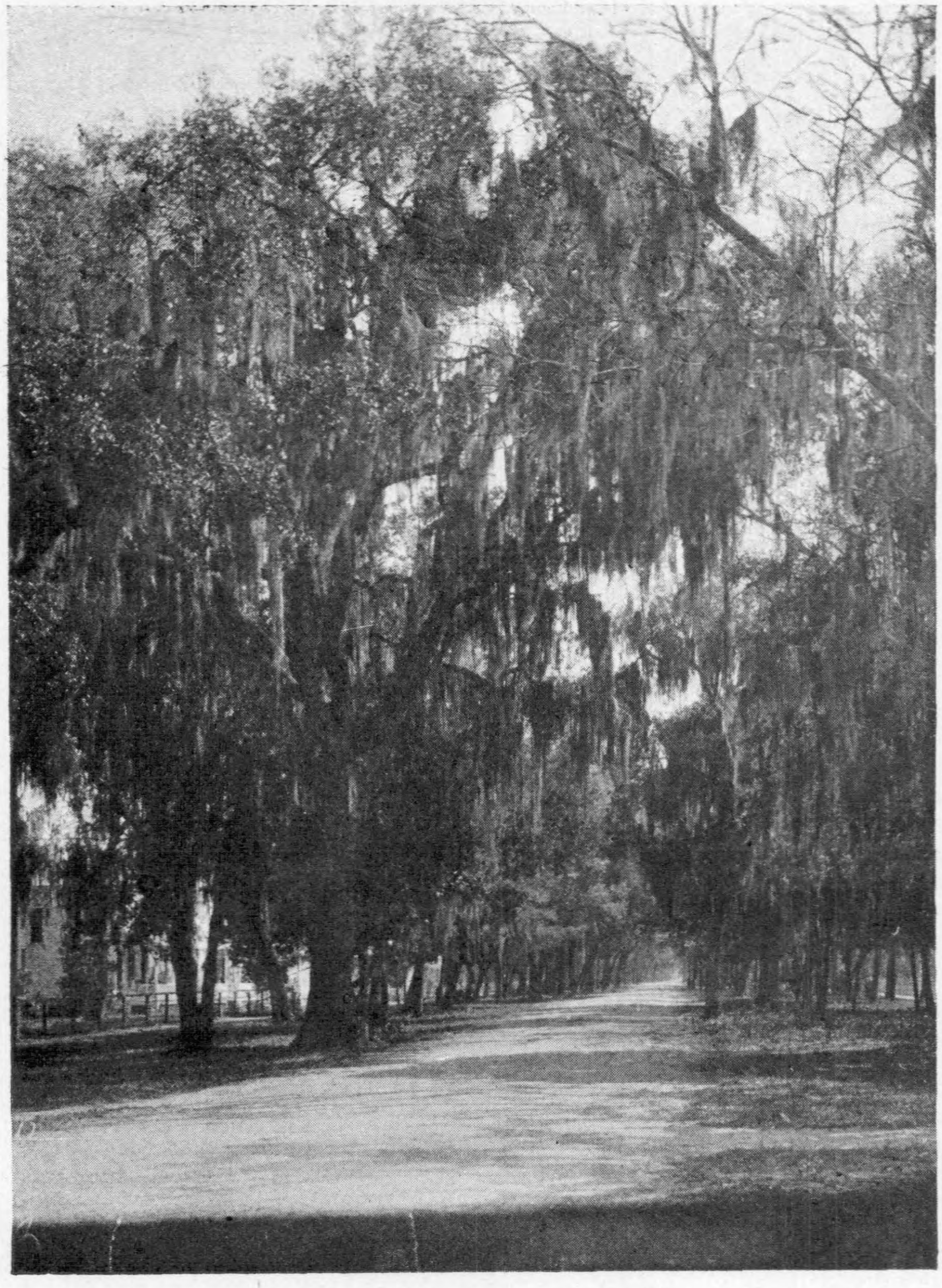
The river takes its name from the tribe of Indians which inhabited the region in the early days. In the old books and manuscripts Tomoka is also spelled Tomoca, Timuqua, Timuaca, and Timagoa. The tribe was a well-known and important one, and was, among Floridian Indians, comparatively civilized. Their language in especial seems to have been held in high estimation throughout the peninsula, and served as a general means of intercourse; was in fact a kind of noble language or lingua franca. It engaged the attention of missionaries and students. Works on it are among the earliest Spanish writings on Florida, and a translation of the catechism into it was

perhaps the first book ever printed in the Indian language.

From its mouth the river is ascended in long lazy curves, a wooded bank rising gradually to a bluff of shell-rock — coquina — on the left, on the right wide grassy marshes. It is on sunny mud-banks in the corners and tiny bays of this winding shore at the right that one may hope to see the alligator at his ease. The luck of tourists varies, and so the score of alligators seen is an exciting matter for comparison by different parties of Tomoka visitors. But the animals really abound in these dark waters where they are "preserved" by a law which forbids killing them anywhere along or in the Tomoka. No attention need be paid to apocryphal yarns of stuffed saurians placed along the river at the beginning of the season by the enterprising proprietors of the excursion-boats. If too much swash from the launches and too much noise from the passengers have not already sent them gliding to retreats below alligators are almost to be counted upon along this bit of water. By a high coquina bluff the boat goes under the railroad bridge. Near here the famous King's Road built during the English occupation in the early nineteenth century crossed the river, on its way north from New Smyrna to St. Augustine, at a point called **Tomoka Ferry.**

Beyond the railroad the river narrows, the tangle of vegetation on both banks grows more luxuriant. Palmettoes and live-oaks overhang the water. The scene becomes suddenly intensely tropical, by comparison with the blue waters and the salt breezes which have been left

The Daytona Beach



Ridgewood Avenue, Daytona

behind. Here, even in the winter days when northers blow, the wind scarcely penetrates. The dark river, which flows with such a sluggish current, seems to have fallen asleep in the hush and silence between its green banks. An occasional bird skims along the glassy surface, a fish jumps, or a turtle falls awkwardly off some drifting log. The wave from the launch runs lapping along the bank, but one feels that when it has subsided the same mysterious silence will again fall upon the Tomoka, broken only by birds singing in the green treetops high up above.

The variety of color in the Floridian vegetation is unusual. The combination in one thick growth of evergreen and deciduous trees gives the whole range of greens, every possible shade and tint. Blue-green of palmettoes, the yellowish brightness of tender young oak, the dark mass of the parasitic mistletoe, or of the "resurrection" ferns which clothe great gray limbs, rising in a feathery green glory at each rainfall — the list could be extended almost indefinitely if one were to try to describe. in any detail the tangle of green between which these brown waters lie. The strangeness, the magic of the tropics hangs in the very air, the beauty is almost overpowering.

The boats stop at the Tomoka Cabin where there is a large flowing well, a notable sight even in this country of artesian water supply.

Passing under a bridge beyond this point, it is possible in a small boat or canoe to go for some miles up the constantly narrowing stream, till the overhanging trees meet and one is in shaded darkness even at midday. But the most note-

worthy part of the Tomoka is what is seen on the ordinary excursion.

On the return by land to Ormond, a detour may be made to the "Chimneys," a ruin of what was probably a sugar mill.

A favorite drive is directly north past the Hotel Ormond along the "River Road" on the peninsula side of the Halifax to "Number Nine," an orange grove where the fruit and various fruit preserves are to be purchased.

Farther north the road turns west, crosses the canal between the Halifax and Matanzas rivers and comes to Knox and Reed's grove. Beyond this the road, which though often not more than a sandy track through the woods, goes on towards St. Augustine. It is, however, frequently traversed by motors, and except sometimes after a long drought, is not too difficult for the ordinary driver. It is advisable, however, to make inquiries at Ormond as to the condition of the road before attempting it. It will give the visitor a vivid idea of the lonely beauty of the back country, and of the curious isolated lives of its few inhabitants.

Ormond is one of the most attractive of the smaller places of this part of the State. Its life is largely dependent on its hotels, and except during their season it is quiet. It lies, however, in the zone of climate which allows visitors to come early and to stay late. It offers, moreover, a variety of out-of-door pleasures both on land and water. The country around it is accessible and interesting.

Daytona (110 m., pop. 3,082). This is also

the station which serves **Seabreeze** and **Daytona Beach,** suburbs of Daytona upon the peninsula lying between the Halifax river and the Atlantic. Daytona and its adjacent villages form the largest town on the East Coast between St. Augustine and Miami, and one of the most important tourist centers of the State.

Omnibuses and cabs (25¢ per passenger in Daytona itself) meet all trains day and night.

Daytona's special character comes from the great number of its private residences. More than many resorts it possesses a population which, though northern in origin, does not so much "go to Florida for the winter" as "live in Florida and go north for the summer." There are in the town a great number of hotels and boarding houses. Furnished rooms are to be secured by those who like to do "light housekeeping" or to eat in restaurants. Furnished houses are also easily to be had. Hotel accommodation ranges from extreme simplicity and low prices to the elegance and expensiveness of the newest hotel, which may properly be ranked with the best hotels anywhere in the State. Yet Daytona does not compete with St. Augustine, Palm Beach, or Miami as the resort of fashion. It is especially suited to a quieter and perhaps a longer stay. The natural beauties of its situation and of the surrounding country are unquestionable, the town itself unusually well-kept and attractive, the number of excursions and the variety of outdoor amusements great. With its famous beach and various hard roads upon the main land it is a notable motoring center, and its climate allows a prolonged stay.

There would seem to have been no early Spanish settlement of any size at Daytona, but for a long time there was in the vicinity a large Indian town known in the Spanish records as Pueblo de Autumcas.

Later the land then known as the Williams Grant was highly improved and cultivated as a sugar plantation, but was abandoned during the Seminole War of 1835, and allowed to go back to its original wild condition. On Ridgewood Avenue at the corner of Loomis is to be seen some wrecked machinery which may probably have belonged to this early plantation. It is noteworthy how untouched by rust is the metal in all these Florida ruins.

The present city of Daytona was founded in 1870 by Mathias Day of Mansfield, Ohio, who named it "Tomoka." In 1871, however, Thomas Saunders, a well known landscape gardener of Washington, renamed it, substituting for the earlier attractive and suitable name the more commonplace "Daytona," under which the town has nevertheless grown and prospered.

Daytona lies with a waterfront of almost two miles on the west bank of the Halifax, which is here crossed by three bridges. Beach Street contains the post office and the principal shops. It is separated from the river by parkage of varying width and offers a pleasant water-view with, beyond, the green peninsula, its shores lined with cottages half hidden in the trees. It is the chief promenade of the town, and has, at both its northern and southern ends, a residential quarter. Near the South Bridge is the Halifax River Yacht Club's house, picturesquely

built over the water. Sailing is unfortunately little indulged in now, but from the club go forth many steam yachts, launches and motor boats. Parties cruising along the coast almost invariably stop a day or two at Daytona, and the sight of stranger yachts constantly diversifies the river view near the club house.

The "City Island" north of the South Bridge is being improved as a park, largely by the efforts of the Woman's Club, the Palmetto. On the island stands the Free Library and Reading Room, an ugly but useful building.

Ridgewood Avenue, which runs parallel to Beach Street along the crest of a slight ridge from which the town slopes to the Halifax, is the show street of the town. It is lined with private residences and hotels, and bordered with great trees, mostly oaks, which spread till they almost meet over the roadway. From their branches the gray Spanish moss hangs heavily — the vista down the street is a curious, striking and beautiful one.

The side streets of Daytona offer also pleasantly shaded walks, and give the visitor a full impression of its character of a "home city." There are houses of all kinds from the humblest to the most pretentious. There are churches of all denominations. There is an excellent new school building. There is a Free Library. There is a Woman's Club, "The Palmetto," established in an attractive house and doing an admirable work for civic culture and municipal improvement. There is electric lighting, and a city water system, which supplies water from artesian wells. There are in short an unusual

number of city advantages in what is fortunately essentially still a country town.

Seabreeze and Daytona Beach, municipally separate incorporations, in appearance merge indistinguishably one into the other. They are the rapidly-growing settlements which have sprung up opposite Daytona on the peninsula between river and ocean. There are hotels and cottages on the crest of the sand dunes on the very edge of the beach itself. And from there to the houses on the riverside there are more or less thickly built-up allotments. The river bank of the peninsula has naturally the richest vegetation. Both oaks and palmettoes fringe it, and huge oleanders, roses and orange trees flourish. In a state of nature the center of the peninsula's width is covered with a small wood of scrub pines which do not raise their tops much above the point where the dunes by the sea shelter them from the east wind. In the parts of the peninsula where this miniature forest has not been cleared away one may find occasional paths or trails cut through it. These are delightful sheltered walks, under dwarfed and twisted branches, over a fragrant carpet of pine needles.

Where clearings have been made it is astonishing to find what may be grown in this peninsula sand. On the very dunes by the shore, where the sand is so fine and hard and clean that it would not soil the most delicate fabric, potatoes, tomatoes, and other garden vegetables grow, subsisting, one would think, on air and water alone.

It is the beach, however, which is the final goal of everyone who crosses to the peninsula.

At Daytona begins the very best part of it, and from there south to the Mosquito Inlet are twelve miles of the broadest, hardest, smoothest beach, the most perfect automobile course in the world. For two hours each side of high tide the beach is not firm enough for traffic. But at all other times it is constantly traversed by motors of every description, by motor-cycles, by bicycles — an almost forgotten sport survives in Daytona — by carriages, by horseback riders, even by pedestrians. A racing car thunders by, doing its mile in thirty-five seconds, and some old lady searching for shells puts in an hour on a half mile at the water's edge. Bathers scamper across the sand and plunge into the surf. The blue waves roll in, the white beach shimmers away in a long curve southeastward and in the faint misty distance rises the lighthouse at the Inlet. Climbing the sand dunes you see behind them a long valley of blue-green palmetto scrub, a strip of rolling heath-like country and behind that the top of the dwarf pine wood. For the lover of nature's beauty this Florida beach, in the blaze of noon, at sunset or at moonrise, is an ever-changing delight. It is preëminently the one great sight of Daytona.

The North or Peninsula Bridge crossing the Halifax at an angle leads first to a part of Sea-breeze on the river, and then by a broad avenue to the Clarendon Hotel on the beach. The Central Bridge crosses direct and its continuing road across the Peninsula takes one past the cemetery to the ocean at the Seaside Inn. These two bridges start from the extreme north end of the town's waterfront. The South Bridge starting

near the City Hall and the Yacht Club leads to a part of the peninsula containing only private residences and estates. The small building overhanging the water on the right-hand side is the jail! There is also a ferry (launch) running at frequent intervals from the Daytona waterfront to the peninsula. From the farther end of the South Bridge the road leads to the beach where is the Club House of the Florida East Coast Automobile Association. It was under the auspices of this association that the famous automobile races were held in 1904, 1905, 1906, 1907, 1908, 1909, 1910.

The most notable records established here have been —

STRAIGHTAWAY FREE-FOR-ALL RECORDS, REGARDLESS OF CLASS

Distance.	Time.	Driver.	Car.	Date.
1 kilo....	15.88	....Burman.....	Blitzen Benz..	Apr. 23, 1911
1 mile....	25.40	....Burman.....	Blitzen Benz..	Apr. 23, 1911
2 miles...	51.28	....Burman.....	Blitzen Benz..	Apr. 23, 1911
5 miles...	2:34	....Hemery.....	Darracq.....	Jan. 24, 1909
10 miles...	5:14 2-5	....Bruce-Brown....	Benz.....	Mar. 24, 1900
15 miles...	10:00	....Lancia.....	Fiat.....	Jan. 29, 1906
		(Standing Start)		
1 mile....	:40.53	....Oldfield.....	Benz.....	Mar. 16, 1910

Excursions.

The trip to Ormond and the Tomoka river, a favorite one from Daytona, has already been described under Ormond.

The Big Tree.—Following the road to **Port Orange** — a continuation of Ridgewood Avenue south — and turning west after about two miles, (signboard marks the road) one reaches a famous old oak tree, in the spreading branches of which a platform — reached by a staircase —

has been built. It is one of the largest and probably one of the oldest trees in the State. A small admission is charged to orange grove in which the Big Tree stands.

Motoring.—The most varied and interesting trip is over the road to **New Smyrna.** As far as six miles **Port Orange** (p. 142) the road runs inland, through a succession of hammock and pine lands. Beyond Port Orange, it skirts the Halifax for a great part of the distance, passing small beaches, shell mounds, crossing arms of the river, and finally through a wonderfully wooded stretch reaching New Smyrna (15 m.). It would be difficult to find a road which in the same distance offers an equal variety of scene, gives such a complete idea of the charms of this East Coast country.

The road to **DeLand** is also a favorite one for motors. It goes through the heart of the almost uninhabited back country. It is somewhat monotonous and desolate, but for many these lonely stretches of pine lands have their own unmistakable charm. A visit to DeLand (p. 256) may be combined with one to the delightful De Leon Springs (p. 255).

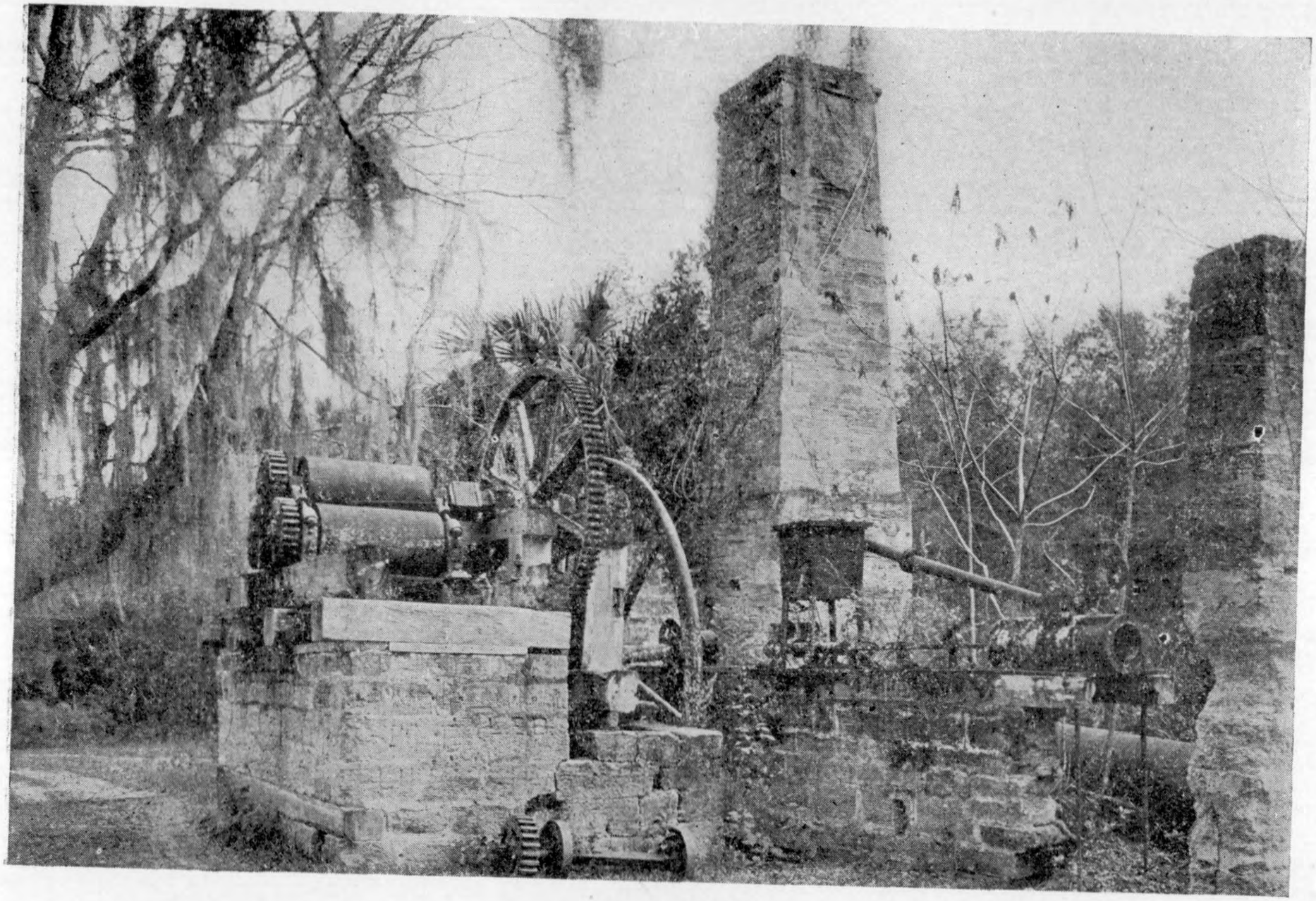
Mosquito Inlet and **Ponce Park** may be reached by water or along the beach, crossing the Halifax at either Daytona or Port Orange where there is a bridge. The characteristics of the ride along the beach have already been indicated. As the inlet is approached the vegetation of the peninsula disappears and the land ends in a waste of dazzling white sand dunes between river and ocean. Through the inlet itself the tide is always rushing, either on the flow or

the ebb. The streaming currents, the constant white line of breakers on the bar, the presence of the half-submerged wreckage of an ill-fated steamer, whose boilers still stand embedded in the sands, make the picture of Mosquito Inlet one to be remembered.

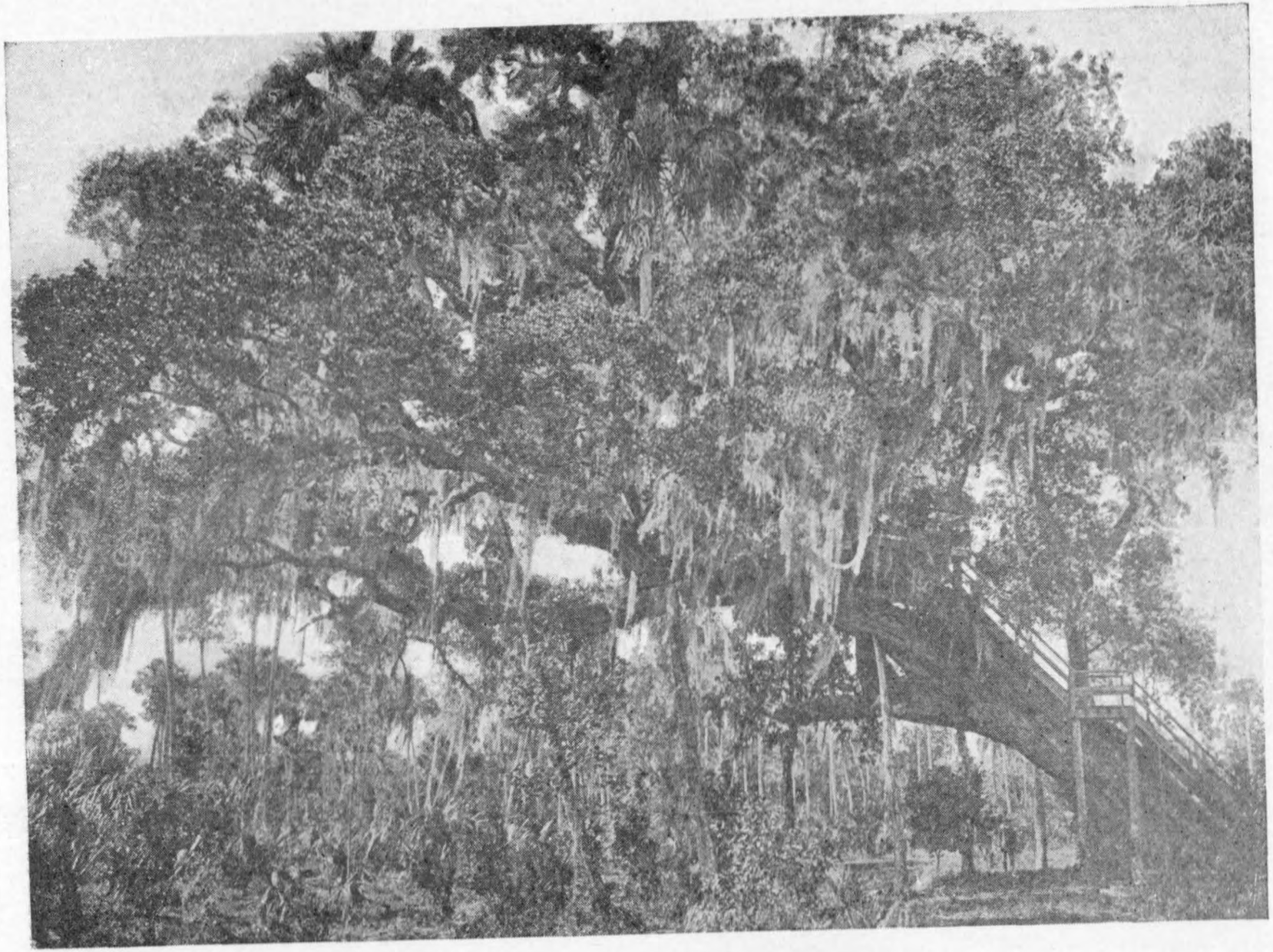
The lighthouse, a graceful brick tower, 160 feet high, is worth a visit, and may be ascended, for the sake of the lantern itself and of the extensive view from it. It was built in 1887. The light is of the first order and is visible 18 miles to sea. The neat group of houses of the keepers at its foot is a pleasant oasis in the wild dunes.

On the riverside is the small settlement of Ponce Park. It has two hotels, a number of private houses and a picturesque store and post office overhanging the water. It is frequented chiefly by fishermen, and boats, guides, etc., are easily secured. Ponce Park is also the center of the administration of the Mosquito Inlet Bird Reservation. From Daytona to beyond New Smyrna to the south the United States Government is protecting the wild birds. In the four years only during which the "preserve" regulations have been in force the increase in wild life has been remarkable. Birds that were rare have increased in numbers, and birds which were only remembered by early settlers have come back again. The warden is Mr. Bert Pacetti.

Port Orange, (115 m.) which in earlier days was simply but pleasantly called The Orange Grove. A village charmingly situated on the west bank of the Halifax which is here crossed by a bridge, rendering the famous beach acces-



Ruins of Sugar Mill, Port Orange



The Big Tree, Daytona

sible for walking, driving, motoring or bathing purposes. Port Orange is suited to those who like a quiet and comparatively inexpensive life. Houses and building sites are easily secured.

A favorite excursion is to the Sugar Mill, a picturesque ruin in a particularly lovely grassy clearing in the woods, a couple of miles northwest of the village. Its history, like that of so many of the Florida ruins, is somewhat indeterminate, but it probably belongs to the period of English occupation, and dates from the end of the eighteenth century.

New Smyrna (125 m., pop. 1,121) is one of the oldest settlements in Florida; it is occasionally claimed for it — indeed the legend is never quite discredited — that it is even older than St. Augustine. But of that earlier Spanish period little can be discovered in any authentic records, almost as little as of the previous settlements of the Indians, though the region has many shell mounds yielding to the excavator pottery and weapons and other traces of barbaric life.

However a very interesting chapter of Florida history began at New Smyrna in 1767, four years after the cession of the provinces to England by Spain. A certain Dr. Andrew Turnbull, an English physician and gentleman of fortune, headed a company which secured a grant from the Governor of Florida of 60,000 acres of rich hammock land near New Smyrna, on condition that certain agricultural improvements should be made within a specified time. He then sailed for the Mediterranean, a region which must have already been familiar to him, as his wife was of Greek origin and had been born at Smyrna, in

Asia Minor, a circumstance which gave its present odd name to the Florida town.

By a payment of £400 to the authorities, he obtained a permit to transport to Florida families of Greeks, recruited mostly from the Peloponnesus. On the westward voyage he obtained further emigrants for his enterprise at the Balearic Islands, mostly in Minorca. Altogether fifteen hundred men, women and children set sail for Florida. Sir William Duncan and Dr. Turnbull, the heads of the company, expended one hundred and sixty-six thousand dollars in this emigration. The new settlers were indentured under articles, which guaranteed them transportation, clothing and support. Any dissatisfied after six months were to be sent back home. Those remaining were to give their labor for three years but, at the end of that time, were to receive fifty acres of land for each family and twenty-five for each child.

The voyage was a hard and long one, and many of the emigrants died during it. Nevertheless the colony began auspiciously. The land was rich, and needed only the drainage operations which Turnbull started at once in a most scientific manner. His canals still remain and various ruins which remind the tourist of this chapter of history. In the hammocks behind the town can still be found the faint traces of ridges and furrows said to be those of the indigo culture. The produce of the colony began to be valuable. By 1772 three thousand acres were under cultivation and the net value of the crop was £3,174. But unfortunately little regard was paid to the promises made the laborers.

Definite information is hard to secure, but the fact seems that the Minorcans — as all the colonists had come to be called — were reduced to a conditon of actual slavery, of an extremely oppressive and cruel character. In 1769 an insurrection took place among them but was put down, the leaders being brought to St. Augustine for trial. Five were condemned to death. Of these two were pardoned, and another released on the condition that he become the executioner of the remaining two. By 1776 conditions were no better, and only six hundred of the colonists were left, but these were again ready for revolt.

Three of the leaders escaped along the coast, swam the Matanzas inlet and appealed to Governor Tonyn at St. Augustine. Encouraged by him they returned to New Smyrna, and armed with rude weapons and carrying such provisions as they could the entire colony suddenly and secretly started on a march to St. Augustine, under the leadership of a certain Pallicier — a name still common in the region. At the colonial capital legal proceedings were successfully begun and successfully carried through freeing the Minorcans from any further demands upon their services. Lands were allotted to them in the northern part of the city, where their descendants may still be found. Certain of them returned to New Smyrna or its vicinity upon assurances that there was no danger of their reenslavement, and Minorcan names are still found at New Smyrna, Ponce Park, and Daytona. The Turnbull history is a curious one; it has been made even more highly colored and sen-

sational in the hands of a widely read novelist, the late Archibald Clavering Gunter, who concocted from it, with liberal and inaccurate imaginative additions, his volumes "Susan Turnbull" and "Bally-Ho Bey."

The English promoter of the colony must have lost enormously by it, as it was necessarily abandoned just as it was becoming prosperous. Dr. Turnbull had been an important and respected man in the community, a member of the colonial privy council, and at one time a prospective appointee as Governor. It may be something to redeem his credit that at the time of the Revolutionary War he forfeited his estates owing to his adherence to the cause of the colonies. His son, Robert James Turnbull, born at New Smyrna a year before the Minorcan revolt, was educated in England and studied law in Charleston, S. C. (to which city his father had removed), and at Philadelphia. He practiced law in Charleston, and became a leading writer on political subjects, advocating strongly "nullification." A monument to his memory was erected in Charleston by his political admirers and friends. His name is in all dictionaries of American biography.

After the Minorcan rebellion New Smyrna was deserted until early in the nineteenth century when it was again cultivated until the Seminole War forced its abandonment.

The Civil War again brought it into some slight prominence. Blockade runners made frequent use of the Mosquito Inlet. Finally two United States gunboats, the "Penguin" and the "Henry Andrew," passed the inlet and attacked the town,

which had fired on them. Every building or wharf which could aid the blockade runners was burned. To this day there is a legend of hulks containing treasure which lie somewhere at the bottom of Spruce Creek, where they were sunk to escape capture by the Yankees.

New Smyrna in these days is a pleasant river-side town at the beginning of the Hillsboro river. It was for a long time chiefly a resort of those who came for the shooting and fishing of the region. Nowadays, however, it is participating in the new wave of Florida prosperity. Neat houses and gardens are springing up everywhere and it is becoming one of the pleasantest towns of the East Coast.

There are remains of a stone wharf, of the Turnbull period, to be seen by the river. And on the waterfront north of Sams' Hotel the considerable ruins of what must have been either a large and strongly fortified house, or a small fort, with bastions at each of the four corners. It has been partially excavated, and is open to the public. It is commonly called Turnbull's Castle, but it is not absolutely known whether it dates from his time or is a relic of earlier days of the Spanish rule.

Perhaps no more interesting, but more picturesque, are what are commonly called the ruins of the Spanish Mission, a few miles back from the town. Again of these little accurately is known, but it would seem probable that they are what is left of a church and a small cloister of the Spanish times, dating probably late in the seventeenth century, and used late in the eighteenth as a sugar mill. It is a charming and ro-

mantic experience to come upon such gray memorials hidden in the green of the Florida back country.

Excursions

By motor the chief trip is to **Port Orange, Daytona** and **Ormond.** South the roads are excellent to **Hawks Park.**

By water may be visited **Ponce Park** and **Mosquito Inlet.** (See p. 141.)

Spruce Creek, which is navigable by boats of small draft, has a channel not marked out, and often obstructed by sunken logs. With a guide it is however possible to explore it for many miles. It has the same general character as the Tomoka river, though it is a smaller stream. The vegetation is a rich tangle along its banks at places, at other shell banks rise crowned with pine trees. It is a lonely stream, rarely visited — some will prefer it for that reason.

Coronado Beach. Crossing the Hillsboro river by the bridge at New Smyrna — a two-mile drive leads to this pleasant little resort on the very edge of the Atlantic. There is a small hotel here. The beach is a hard one like that at Daytona, though not so long. It and the bathing are the chief attractions, though proximity to New Smyrna and the country behind it allows of many excursions.

New Smyrna to Orange City Junction

A branch line of the F. E. C. R. R. runs from New Smyrna 27 miles to Orange City Junction, a ride of two and one-half hours. The way is at first through a beautiful oak hammock, the

trees being of large growth and particularly free from underbrush. Traces of old settlements are seen in the fields, now partly forest-grown, in the ridges and furrows of the old cultivation. The extensive indigo plantations here have left traces in their ruined walls, mills and old vats. **Glencoe** (2 m.) is the first station. The low flat-woods country, succeeded by prairie and ponds, is only of service as grazing land for cattle. Through **Briggsville** (7 m.), **Indian Springs** (10 m.) and **Rogers** (15 m.) the country becomes more attractive.

Lake Helen (21 m.) is one of the most charming spots in Florida. There are numerous other lakes in easy reach among the pine forests on the high ridge lands. This section is a favorite resort for the tourist. There is a bracing quality in the air, and the call of the pines makes every hour out-of-doors delightful. There is a succession of sports of all kinds, filling the days with wholesome pleasures and occupations. In the town the streets are strewn with pine needles, fragrant and soft to the tread. The houses are within well-kept grounds. Large peach orchards and orange groves surround the town on all sides. There are also manufacturing interests here — lumber mills, box factories, brick and lime yards, and a factory for making starch from cassava and Indian arrowroot, both of which grow abundantly here. (Hotels, see list.)

Camp Cassadaga is most beautifully situated less than a mile south of Lake Helen. It is on a high bluff, and overlooks several beautiful lakes. It is the Southerners' Cassadaga — the Spiritualists' assembly for the winter. Many of the

visitors, however, come here because of the great natural advantages. The breezes are fragrant with pine odors, the air is soothing and balmy. The out-of-door life that may be enjoyed to such perfection here cannot fail to benefit both soul and body. Meetings are held, with regularly arranged programs. Speaking and healing mediums are here, and others for the demonstration of the reality of the eternalness of life by phenomena. The philosophy of Spiritualism is expounded. It is the Mecca for believers, and many come to study and be instructed. There is a constant growth in the number of visitors, and every year finds its influence extending more widely.

Twin Oaks (24 m.) is the next station west of Lake Helen, and then **Orange City** (26 m.), an attractive little settlement. There are many winter homes here, and the conveniences of city life are found — lights, water, good streets, schools, a library, etc. In the surrounding country are many orange groves, some of which, before the "great freeze," were among the finest in the State. Those who did not abandon their groves, but made their care and conservation during slight frosts a study, are reaping a reward in the renewed prosperity of the industry. Out-of-doors life claims most of the visitors, and there are many interesting and beautiful places near. (Hotels, see list.)

Orange City Junction (27 m.) is the terminus of the line. Here connection with the main line of the A. C. L. Ry. for the south is made.

Blue Springs (p. 229) on the St. John's river is reached from Orange City Junction. **Wekiva**

Springs is not far away. **DeLand** (p. 255) can also be easily reached by automobile transfer from Orange City Junction.

From New Smyrna the oak hammock is soon left and the way lies to the right of the Hillsboro or North Indian river, with pine woods and rolling lands extending in towards the lake country to the west.

Hawks Park (127 m.) has long been a resort for sportsmen, both on water and the shore. **Turtle Mound** can be reached from here by an interesting water trip. (See p. 362, Inland Waterways.) There are some fine orange groves in this neighborhood — some of the oldest hammock groves in the State were here at the time of the frost in 1895, with trees over forty years old in full bearing. One of great beauty was at Massacre Bluff, a plantation on the Hillsboro near here. The gruesome name — Massacre Bluff — was well earned. The house was built on an Indian midden mound, and the burial mound near contained skeletons that were evidently the remains of fighting men. In Seminole times the inhabitants were massacred there. During the Civil War the owner of the place was killed, and about eighteen years ago the people then living there were murdered. Thus a series of violent deaths have made a haunted spot of this beautiful place. The groves and apiaries of McWilliams Hart are well worth a visit. The country can be reached by good shell roads. There are some cottages of winter residents. (Hotels, see list.)

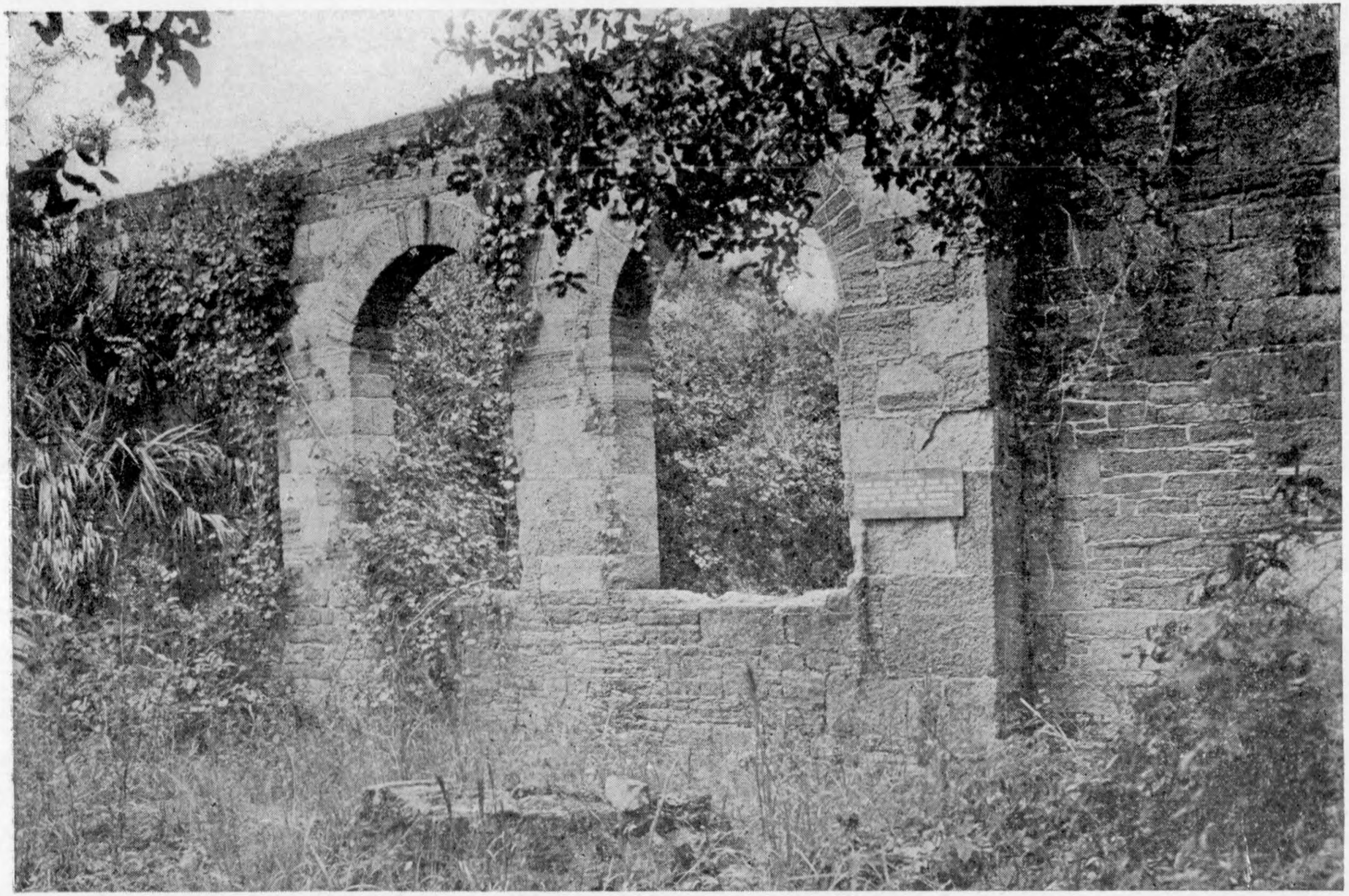
Hucomer (131 m.) is a station for the conven-

ience of the settlers, chiefly orange growers, in the neighborhood.

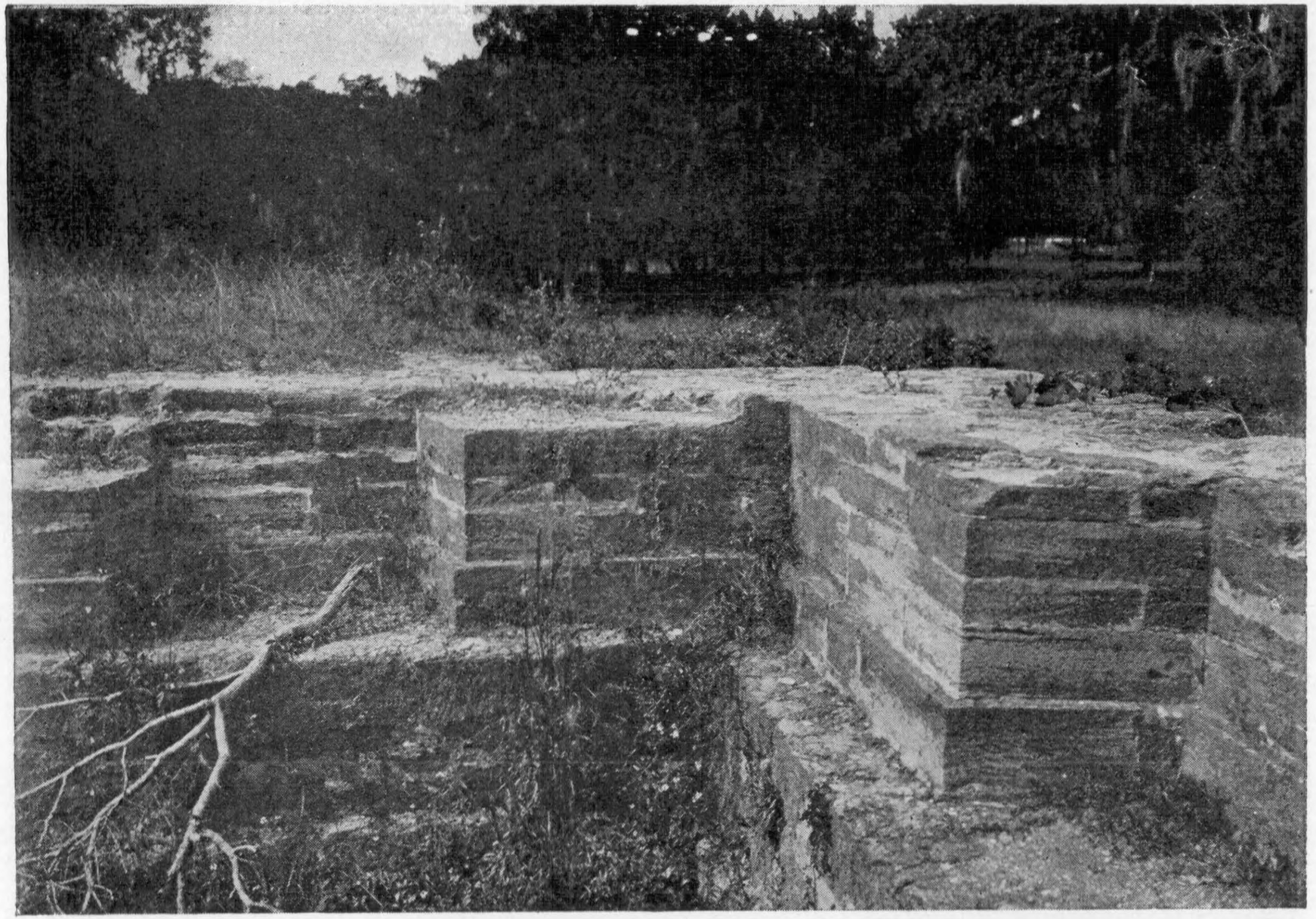
Oak Hill (136 m.) has its clientele of sportsmen, some of whom have been regular winter visitors for many years. The waters of the Hillsboro, the surrounding country and the peninsula to the east are their natural preserves. The railroad now leaves the water to the left and crosses the spur of land that divides the Hillsboro from the Indian river.

Lyrata (143 m.). Here the Indian River stretches away on the left. On its opposite side, a little farther on, is "The Haulover." (See p. 364, Inland Waterways.) The way is along the water's shore, and the soil is particularly fertile in this region. The famous, or rather infamous Turnbull Hammock is now traversed. **East Mims** (150 m.) is passed.

Titusville (154 m. pop. 838) is an old town located at the virtual head of navigation in the days before the railroad was built down the coast. The famous Indian river oranges and the early vegetables from Merritt's Island were brought here to be shipped by the primitive little railroad to Sanford on the St. John's. Here there are good stores and a boat-yard for hauling out and repairs. Fishing and oystering are active industries, and the commercial interests of the town are reviving. It is a center for a well-tilled agricultural region, though orange growing is the chief industry. It is a sportsmen's center, as much of the surrounding land is still forest and unused prairie, and the waterways to the eastward across the Indian river open up much more. Local information can be obtained as to excur-



Ruins of Spanish Mission, New Smyrna



Ruins of "Turnbull's Castle," New Smyrna

sions, etc. (Hotels, see list.) The steamers plying from St. Augustine south touch here. (See schedules.)

Titusville to Sanford

(47 m., 3 hrs.)

A branch line of the F. E. C. R. R. leaves Titusville to the northwest. Passing South Lake, **La-Grange** (2 m.) is reached, through country filled with new citrus groves and many old ones being brought back to their former high estate. The gleam of their rich shining leaves and golden fruit is seen from the car windows. **Mims** (4 m.) is passed, and then **Turnbull** (8 m.), an historic though execrated name here. The rich Turnbull hammock lies to the east. **Aurantia** (9 m.), with orange groves and ripening fruit justifying its name. Passing **Maytown** (16 m.) at **Cow Creek** (21 m.) a little stream is crossed, and vegetable gardens and celery farms are seen. **Celery City** (23 m.) and **Kalamazoo** (26 m.) lie north of Lake Harney, one of the chain of lakes forming the upper St. John's. **Osteen** (29 m.) and **Garfield,** (34 m.) are in the midst of garden country. From **Enterprise** (36 m.) to **Enterprise Junction** (40 m.) the road follows the shore of Lake Monroe to **Sanford** (47 m. See p. 229).

Leaving Titusville, several small stations are passed as the railroad follows the river southward. **Pritchards** (158 m.), **Delespine** (163 m.), **Frontenac** (165 m.), **Sharpes** (168 m.), where the river narrows to three miles, and **City Point** (169 m.).

Cocoa (173 m. pop. 618) is a thriving little town with stores, churches and schools. There is a good wharf; oysters and fish abound. Good roads lead to the open country, the one along the shore to Rockledge, south 1¾ m., is an especially attractive ride. Fishing and shooting are found in the neighborhood. **Cocoa Point** on the way to Rockledge has a good little beach for still-water fishing. Cocoa is also the railway station for **Indianola** and **Merritt** on Merritt's Island. The water protection on all sides makes the climate of the island several degrees warmer than the main land, while breezes temper the heat even in the summer. Shooting and fishing, and at Indianola, sulphur baths, are the chief attractions for visitors. The tropical vegetation of the island, particularly the bananas, is worthy of noting. The island takes its name from a certain Merritt who had thriving plantations here in the early days, wholly abandoned by him later.

Rockledge (175 m.) is to the left of the railroad and has one of the most picturesque situations on the upper Indian river. It was the first winter resort of any importance in early times. The formation of rock coquina on which the town is built is water-worn in curious shapes, and there is a fringe of vigorous trees on either side of the road skirting the river bank that is most tropical in appearance. The water life is very attractive here. The open river extends north and south from its northern end to the Narrows, a distance of seventy miles, and the conditions are perfect for motor cruising in small boats. The Indian river oranges are in perfec-

tion here. There are golf links, etc. Excursions to Merritt's Island by boat are worth making; also to the Banana river. Information as to these can be obtained locally. (Hotels, see list) for the convenience of visitors, and other accommodations, are of the first class.

Bonaventure (179 m.) and **Pineda** (183 m.) are next passed. **Eau Gallie** (190 m.) is a small town on high land. Directly opposite is the mouth of the Banana river. (See p. 366, Inland Waterways.) There are boat-ways here and facilities for repairs. The local industries are saw-mills and turpentine stills. (Hotels, see list.)

The orange region has now been left, and a tract of sandy country with a sparse growth of pine and much palmetto is traversed. Elbow Creek is crossed, and **Military Park** (192 m.) is reached. Here on the high bank of the river are the quarters where the Kentucky Military Institute spends its winter term. This plan of moving a whole school so that its pupils may have constant out-of-door life, and also opportunity to learn something of the different sections of the country, seems an interesting and wholly novel experiment.

The river gradually narrows to a width of two miles at **Melbourne** (194 m.), a small town at the mouth of Crane Creek, having stores, churches and schools. There are pools in which sulphur baths may be taken, the water being at a natural temperature of 77 degrees. The shooting and fishing in the neighborhood is good. Crane Creek is a good cruising ground for small boats. Across the river is **East Mel-**

bourne with a good road across the peninsula, a third of a mile, to the beach. (Hotels, see list.)

Tillman (197 m.), **Malabar** (200 m.) and **Valkaria** (203 m.) are passed. West of here, eight miles, is the St. John's river.

Grant (206 m.). The name of this small station wakens memories in every old visitor to the Indian river. Opposite the station, in the river, was a small island — Grant's Farm, and the channels on either side of it were almost impassable. Everyone going either north or south has made involuntary visits there, detained by persuasive sandbanks and insistent oyster-bars. (Hotels, see list.)

Micco (209 m.) and **Roseland** (212 m.) are small stations. The Sebastian river, a wide stream with picturesque stretches is crossed. **Sebastian** (215 m.) is a small settlement. Here the Warden for the Bird Reservation on Pelican Island is found, and a visit from here is easily made.

Wabasso (219 m.), **Quay** (222 m.), **Gifford** (226 m.), **Vero** (228 m.), **Oslo** (231 m.) and **Viking** (235 m.) are stations that have a vista of conventional Florida scenery on the right, and on the left the mirror of the Indian river, the nearer view of which would reveal clusters of beautiful islands, making the exploration of the boat channel in this part of the river, called "The Narrows," well worth a visit.

Fort Capron, the site of a fort in Seminole days, is passed just before reaching **St. Lucie** (239 m.). For many years this was the winter home of the late Matthew S. Quay, Senator from

Pennsylvania. Through his efforts the Indian river inlet opposite here was dredged and channels made for the convenience of fishermen. He brought Ben Sooy from Atlantic City to be master of "piscatory art," and every year men of prominence gathered here for that king of sports — tarpon fishing. It was from here that the "shake the plum-tree" telegram was sent that struck such a far-carrying note in the politics of those times. Fishing is still the great attraction here. A few miles to the south of St. Lucie is one of the interesting foreign colonies occasionally to be found in Florida. A few years ago Count Malherbe, a French catholic, purchased land and was followed by a few of his compatriots, who settled and have a church of their own not far from Fort Pierce.

From now, on the white sandy rolling ledge between the Indian river and the savannahs that extend to the north fork of the St. Lucie river, begins the cultivation of pineapples. This industry has been a great success, and the land adapted to it extends southward, even to the Keys. The principal district from which the "pines" are shipped in great quantities lies from Fort Pierce to Palm Beach. The most specialized varieties are grown successfully, and large shipments of the ordinary varieties are marketed every year. There is no doubt of the success of this industry if the question of shipping rates and transportation can be adjusted, but as yet this is in an unsolved state. During the past year more progress has been made, and the future of the industry seems a great one. The plantations may be seen from both sides of the

railroad, usually open fields of the plants, sometimes stretches of the finer varieties covered with lathes for protection from the sun and frosts. The season for ripened fruit begins in May, but occasional "sports" reach the tables of the winter visitors. This stretch of country has the distinction of being the only part of the United States adapted to pineapple culture.

Fort Pierce (242 m., pop. 1,333) is an old settlement from Seminole times which has developed into a thriving town. The long wharf, extending to deep water in the Indian river, is the scene of great activity when the fishing boats come in. It is one of the most important fish and oyster shipping points in Florida. In the nets of the fishermen are often found, among the hundreds of edible fish, strange specimens of both ocean and river denizens. A quaint sight at the wharfs are the flocks of pelicans diving for fish, which are attracted here by the waste from the fish houses. The Seminoles still come in from the Everglades to trade, and the townspeople are familiar with much of the Indian lore of a by-gone day. Fort Pierce is a center for both fishing and shooting, and points that are as yet practically undisturbed may easily be reached. The usual water excursions may be made, and the boat from St. Augustine to Palm Beach stops here. (Hotels, see list.)

Below Fort Pierce the river front is again a most beautiful hammock fringe. Back of it lies the high sandy ridge, but sparsely forested, and back of that the savannahs, rivers and lakes, and the Everglades. Such is the contour of the country in general from here to Miami.

The Shore at Rock Ledge

A Shell Mound

White City (246 m.), **Eldred** (247 m.) and **Ankona** (249 m.) are small stations for the pine-apple growers.

Walton (252 m.) is a small settlement with a fishing industry. It has agricultural lands developing between it and the St. Lucie river, and is in the midst of thriving pineapple plantations. (Hotel, see list.)

Eden (254 m.) was the home from 1878, when he came there from Newark, N. J., until his death eight years ago, of Capt. Thomas Edward Richards, to whom belongs the distinction of having introduced commercial pineapple culture into the United States. He also engaged in the preparation of a "pineapple digestive cure." He made a considerable fortune for those early days, surrounded his house with a beautiful garden, kept open house, and was, in short, a famous local character.

Jensen (257 m.) is a small town that has been settled a long time. There were many colonists who came to Florida over twenty years ago and settled on the Indian river, and below on Hobe Sound. In most instances these were people of good families, and made a social life here that still gives an attraction to this region. Below Jensen is the Mid-Rivers Country Club, and near it the homes of many pineapple growers. Col. R. M. Thompson's extensive plantations are here. The north fork of the St. Lucie river to the west is navigable, and the sailing and fishing ground in the Indian river from Jensen to Gilbert's Bar Inlet is frequented by many well-known sportsmen.

Rio (259 m.) and **Gosling** (261 m.), and then

the wide St. Lucie is crossed by a long viaduct with a draw.

Stuart (261½ m.) is a sporting center, where the late President Cleveland came for his winter fishing. James W. Perkins has a cottage here; further down the St. Lucie river, near Sewall's Point, is the winter home of Lieut. Willoughby, where he has a wireless equipment, and has built a catamaran float from which his aëroplanes are to make flights. The new town, **Port Sewall** (264 m.), at the inlet, will grow with the development of this country. The inlet has greater navigable possibilities than any other on the East Coast.

Aberdeen (266 m.), **Fruita** (269 m.) and **Gomez** (272 m.) are all stations in the pineapple region. **Hobe Sound** (275 m.) on a high ridge, is among extensive plantations. The Jupiter river is crossed at **Likely** (278 m.), where there is a view to the left of the lighthouse, the weather, cable and wireless stations, then out to the inlet, and on the south side of the river, of the town of **West Jupiter** (238 m.). The waters are very attractive here, and the fishing good. Jupiter Inlet, at one time of its history had what might be called a precarious existence. Williams, in his book published in 1837, records that it had opened and closed again three times in seventy years. Readers of American fiction will remember Miss Constance Fenimore Woolson's "Jupiter Lights" as among the first and still among the pleasantest novels about Florida.

The way now leads to the right of Lake Worth Creek, through an uninteresting country, pass-

ing **Prairie** (291 m.). Four miles further on the west bank of Lake Worth is **Riviera,** the former home of Lady Alicia Ross, in the early times at Lake Worth, before the railroads came. Then the site of the Royal Poinciana Gardens was Dimmock's Hotel. The place was then called Cocoanut Grove. The cactus gardens were then in existence. The Clarks had a winter home there, and the Inlet was open to big boats of seven feet draft. Pitt's Island, now Munyon's, was covered with wild acid grape-fruit, shaddocks and pomelos, and the shells on the beach were almost as fine as those at Cape Sable. The fishing in the fresh water lakes to the west was famous, as well as that at the inlet and outside.

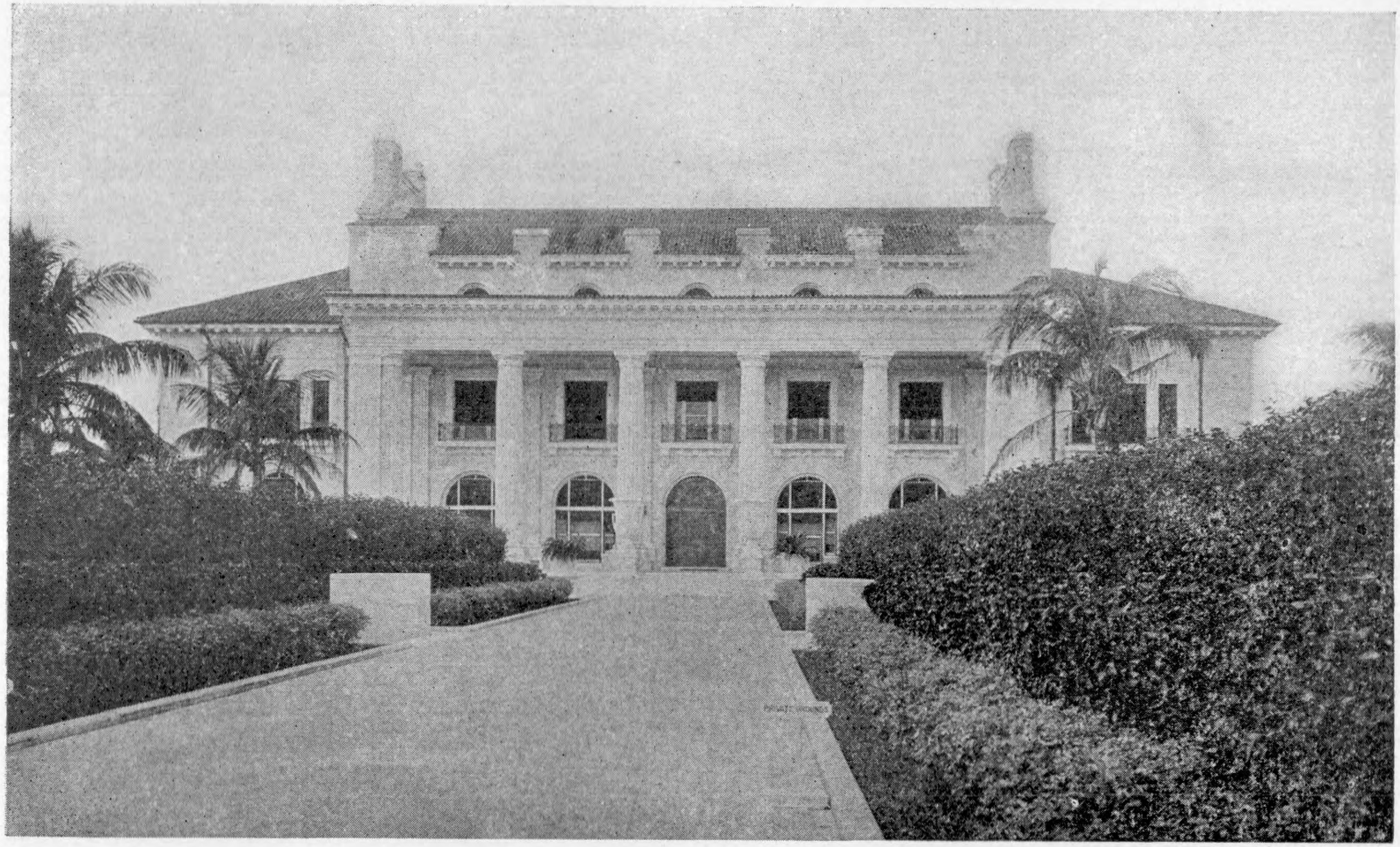
This brings us to **West Palm Beach** (299 m.) a thriving town upon the west bank of Lake Worth. It was laid out when the Florida East Coast Railway had reached this point. It was possibly originally intended to be no more than an adjunct to Palm Beach itself, to contain the various commercial enterprises which are excluded from the east shore of the Lake, and to offer homes to the many people engaged in one way or another in ministering to the wants of the Beach's winter population. Such purposes it indeed still serves, but it has long since outgrown any such merely supplementary position, and has its own commercial life and its own winter visitors. It has electric light, a public water supply and sewerage system. Along the shores of Lake Worth both north and south from the town are residences. The accessibility of the greater gayeties of Palm Beach is an asset of West Palm Beach, where life may be made more

tranquil and more inexpensive than at the great resort itself. The train crosses Lake Worth to Palm Beach.

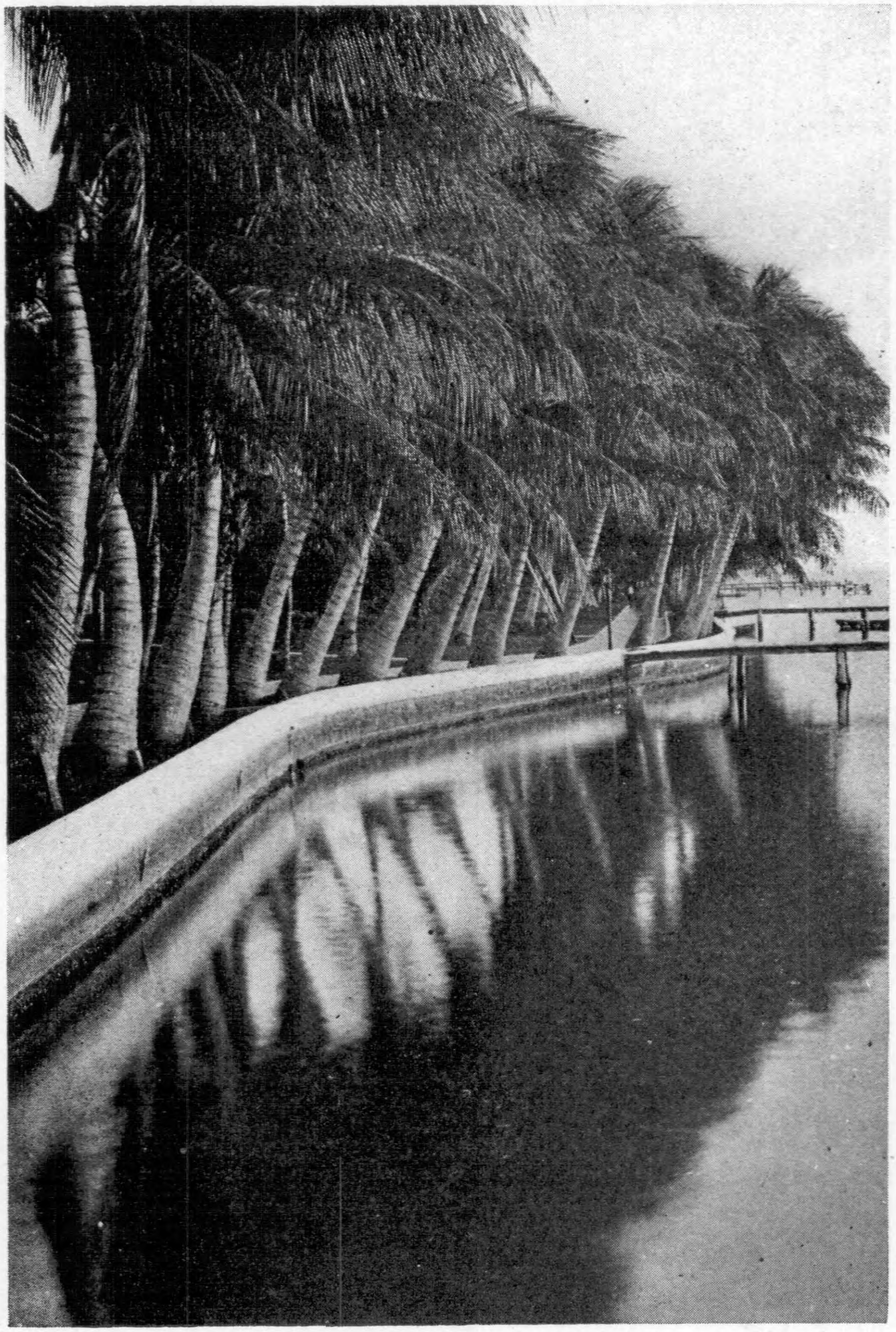
Palm Beach (300 m.). The train stops first at the Royal Poinciana Hotel station and then continues to The Breakers, the hotel on the oceanside. At both these hotels porters meet trains. In the height of the season it is advisable to have engaged rooms in advance at Palm Beach, though the hotels are so large that accommodation of some sort is almost always to be secured.

Palm Beach is indisputably the most famous of Florida resorts. It has an international celebrity, and it is almost safe to say that to have heard of Florida is to have heard of Palm Beach. It has the most colossal hotels, the most fashionable and pleasure-loving visitors, the gayest season, furthermore the most characteristic and individual note of any winter resort in America. In February and March, private cars which have brought parties from the North, East and West are always standing at the station at West Palm Beach, and yachts from distant ports are lying in the sheltered waters of Lake Worth. And crowded trains bring daily fresh hundreds to this winter capital.

Palm Beach did not grow, it was made. Before the arrival of the railway there were only a few houses along the lakeside and a small hotel. The rare opportunity was offered of creating, according to one plan completely carried out, a fit setting for idleness, luxury and fashion. Palm Beach is wholly for the winter visitor. So far as possible all the baser com-



White Hall



Cocoanut Palms on Lake Worth

mercial activities have been banished across the lake. For a long time no vehicles of any kind were admitted. Only rubber-tired wheel-chairs skimmed silently over the smooth walks. Now motors have been admitted to one road. Yet the stillness of all these paths among flowers and palms is still amazing. The sands of the peninsula have been enriched and planted with the loveliest tropical trees and blossoming plants. The transformation of the wilderness has been complete. Here between the sea and the Everglades, with lonely reaches of river and lagoon on either side, has been transported all the luxury of the great cities of the North. Here the northern visitor, one night out from New York only, is suddenly flung into a kind of dream of the tropics; — even a guidebook may venture upon such language. The place has a queer, fantastic, artificial character. One may almost imagine that some magic calls it into existence on the day the hotels open, and that it vanishes into the sands by the blue sea an hour after the last black bell-boy has answered the last visitor's call.

Palm Beach being essentially a creation of the hotels, it is impossible to speak of it without speaking mostly of them. The Royal Poinciana which stands in beautiful gardens westwards towards Lake Worth, is said to be — and the statement goes unchallenged — the largest tourist hotel in the world. It is nearly a thousand feet long and is six stories high. It will accommodate two thousand people. It is a prodigious edifice, the final development of the characteristically American idea of big hotels. It would

to the foreigner seem almost incredible. It is really like a city under one roof, with a corridor like a street of shops, innumerable public rooms, various restaurants, vast piazzas, all filled with a gay, idle, well-dressed cosmopolitan throng. People from every part of our country, inhabitants of Europe doing the "grand tour" of America which is now so fashionable, rich Cubans on their way between Havana and New York, all these elements go to make up the picture of the Palm Beach season. At its height a chair advantageously placed on the Poinciana veranda might almost be compared with one of those famous seats in front of the Café de la Paix in Paris, of which it is always said that if you were to sit there long enough you would see everyone in the world go by. Then to "point up" the picture, to heighten the odd exotic character of this ultra-civilization set so near the wilderness, occasionally a small group of Seminole Indians, in their odd costume — half barbaric, half ready made clothing store — will appear on the scene. Sometimes they have come to sell some handiwork, sometimes merely to observe — possibly to judge — the life of the race which was never able completely to expel them from the peninsula which they claimed as their own.

From the Royal Poinciana a walk fringed with the most beautiful palms, for pedestrians, and a pine-bordered path for the wheel-chairs and for a peaceful horse-car, lead across the strip of land between lake and ocean to The Breakers. This hotel stands more bleakly on the sea, and is on a smaller and simpler scale than the Royal

Poinciana, though indeed it is large enough to look imposing in most places. Between the hour of the morning bath in the surf and of lunch there is music upon the veranda of The Breakers, on the sheltered side away from the sea, and "all the world" of Palm Beach drops in for a drink and a chat with friends. It is a pleasantly animated scene, and as near like that on the terrace of the casino of some foreign **ville d'eaux** as one can find in America.

By The Breakers is the bathing establishment containing many bath-houses, and a large salt-water pool for use in the earlier part of the winter when some might consider the Atlantic too cold, or at any time when swimming in quiet water seems preferable to the surf. The beach in the late morning hours is a lively scene, with both bathers and spectators, at their ease upon the sands or in chairs with little awning hoods. The water is warm, even in mid-winter, and of a delicious quality. The beach is of fine sand, but it slopes very rapidly. Ample precautions are, however, taken for the safety of bathers and the daily plunge into the ocean is a part of the routine of Palm Beach life.

On either side of The Breakers are cottages belonging to the hotel, which may be taken furnished and thus allow a mixture of privacy and gayety to those who wish to stay the winter through.

The Gulf Stream flows near the coast here. And the shipping which is to pass through the Strait of Florida towards Havana and the Gulf of Mexico begins to converge here. On the coast farther north the ships pass far out to sea,

and days may go by without a sail being sighted; here at Palm Beach the water view is a much more animated one.

To the south of the avenues between the hotels lies the golf course (18 holes) and club house. The course is flat, a condition nature imposes here, and could not be described as "sporty." But the mild kind of play it offers is quite to the taste of Palm Beach visitors, and the green is well covered daily with white-flanneled contestants.

There are excellent tennis courts and often excellent play upon them. At any rate laziness and not lack of opportunity must be the excuse of those who do not take physical exercise.

The wheel chair — the "afromobile" — the only vehicle in use at Palm Beach, is an easy chair of wicker made single or double, set on bicycle wheels and propelled bicycle-fashion by a colored boy seated behind. It is silent and ordinarily swift. It is used for all trips to and fro and even for excursions in the environs where smooth "trails" are provided for it. The charge is $1.00 an hour (inquiry for the tariff may be made at wheel-chair offices). The expenses of chairs may mount up to a considerable sum, unless care is exercised, but Palm Beach, like most famous resorts of its kind, does not put one in a mood of ardent economy, and the wheel chair is a pleasant and amusingly characteristic means of locomotion. Especially at night, when their lights dart to and fro like fire-flies and they carry pretty women beautifully dressed to dinners or to dances, are they agreeable sights. By day a favorite wheel chair excursion is the Jungle

Trail, a three-mile track through tangled vegetation such as once covered the site of Palm Beach hotels and gardens, a piquant contrast of wild nature after one has lounged in scenes of a highly cultivated beauty.

It is on the Lake Worth side that the beauty of Palm Beach becomes more luxuriant and full blown. From the Royal Poinciana towards the water stretches an admirable garden, full of blooming flowers, and, later than most visitors stay, aflame with the scarlet flowers of the Poinciana tree. In this garden there is an open air service of tea and other refreshments and parties, somewhat sentimentally termed in the newspapers "twilight teas," are a favorite form of entertainment.

On the lake front is the pier at which numerous launches and motor boats land. Boating — in such craft — is a favorite amusement here, and the motor boat races usually held in early March are a really exciting event.

A little to the south in charming gardens lies Whitehall, the red brick colonial residence of Mr. H. M. Flagler, to whose personal enterprise, initiative and money, the whole East Coast is so enormously indebted.

Farther along is a long curved walk by a wall protecting it from the lake. This is bordered with cocoanut trees, now native here, but originally started from nuts washed ashore in 1879 from the wreck of a Spanish brig "La Providencia." The shore is lined with private residences in gardens which are notable. In fact the gardens in Palm Beach are by far the best in Florida. Climate, intelligent cultivation and

ample money for securing trees and plants and experimenting with them have combined to make Palm Beach horticulture particularly successful. Florida residents in other parts are only too apt to be contented with the roses and the few flowers which grow so well with not much done for them except a mere scratching of the soil, and Florida gardens are often ragged and ill-kept though very beautiful. At the Craigin place, a half hour's walk (less in wheeled chair) north of Palm Beach the garden may be visited, for which courteous permission of the owner the public can never be too grateful. Here can be seen all that is possible in sub-tropical gardening, and the resultant lovely riot of flower and leaf is a revelation to northerners and to Floridians themselves.

A little to the north of the hotels on the edge of Lake Worth is the pretty, low, rambling building of the Beach Club. Membership in this may be obtained for short periods by non-residents of Florida who have the necessary introductions. The restaurant is a famous one. There are numerous experts in good eating who call it the best in America. Lunch on the flower-embowered veranda and dinner in the pleasant indoor room are the height of fashion in Palm Beach, and the club during the short time it is kept open is gay in the manner of a Continental casino, games and amusements being provided as at foreign winter resorts on the Mediterranean. The club is under the direction of the Messrs. Bradley, by whom, it is interesting to note, was furnished in all good faith the backing for several of Dr. Cook's polar expeditions.

Alligator Joe at Palm Beach

Wheel Chairs

At the back of the Royal Poinciana is a building called the Casino, where in the evening there is music, usually by colored musicians, and where a pleasant half hour or more may often be spent.

Excursions

Motor trips may be made on the mainland, a hard road extending now to Miami and even beyond. A favorite day's trip is by motor to Fort Lauderdale where lunch is taken, a trip on the New River made and the return effected in time for dinner at Palm Beach. (For this see under Fort Lauderdale.)

III — Palm Beach to Miami

(66 m., 2½ hrs.)

Leaving West Palm Beach, there is a journey of 66 miles (2½ hours) to Miami. The railway passes, at first along the west shore of Lake Worth and glimpses of it can be seen through the pine trees and across the white sands.

At **Lantana** (308 m.) the lower end of the lake is reached. The way has been past small farms and gardens. The spring, beginning in late December, makes the whole country green and restful, and the tourist finds interesting new flora constantly attracting him as he journeys farther south. At Lantana, there are pineapple plantations, and extensive vegetable gardens begin. The oysters from near there, in Lake Worth, are considered to be the best in flavor on the whole East Coast. There is good shooting and fishing, and guides can be obtained. Hotel ac-

commodations. Lantana House, M. B. Lyman. Rates, $2 daily; $12 weekly.

Hypoluxo (309 m.). The citrus fruits and pineapples grown to such perfection here, are shipped in great quantities during the season. There is only a small station and no hotel accommodations, but a visit to the island in Lake Worth opposite the settlement, is interesting. The citrus groves there are justly famous for their fruit, and there are some bits of natural hammock land where the botanist from the more temperate North can find a riot of vegetation of the sub-tropics. The lake ends just beyond here, and the navigable drainage canal begins. The railway runs along the ridge made by the sublying canal. On the one side, stretches away the pine lands toward the Everglades; on the other are muck and humus lands, extending to the next reef of sublying coral which forms the ocean shoreline. Through these muck lands, the canal runs southward, a wealth of vegetable gardens thriving here.

At **Boynton** (312 m.) these gardens extend in every direction, and their marketing season being from December until June, a busy sight meets the tourist's eye. The little town is situated about a mile from the ocean, and the road to the beach is bordered by gardens. As far as the canal, there are hedges of bananas. On reaching it, oleander trees are seen lining the canal on both sides, and marking the entrance to the hotel grounds. There are fish houses to the north of the road, where large catches of Spanish mackerel are packed for the Northern market This road to the Boynton Hotel is shaded

by vigorous cocoanut trees. It stretches away, a white ribbon, between green lengths of Bermuda grass — bordered by the leaning tree trunks, and a hedge of glowing hibiscus. Over all wave the long leaves of the cocoanut trees, almost meeting in graceful arches across the way. The road ends at the ocean ridge, which is 25 feet above the beach. The hotel (Boynton Hotel, $2.50 and up daily, $14 to $18 weekly, A. R. Parker, proprietor) is situated here in the midst of a cocoanut grove, the leaves of the trees sweeping against the house. The view here of the Atlantic is unexcelled. The wonderful cloud effects, the wide sweep of the shore curving to the northward and ending in a point accented by cocoanut trees, make a "seascape," of which one never tires. There are fish camps, both north and south of the hotel, where the native fishermen work for the market. They measure their catches in tons, and the pile of shining silver mackerel on the golden beach is an unforgettable sight. Their boats pass the hotel daily beyond the surf line. The southward bound ocean steamers come in so near the beach, to avoid the Gulf Stream's current, that their names can often be read. The bathing here is safe and with no undertow. There are little bars out from the shore that are shifted by a high wind, and it is interesting to note the changes in sea topography. The water is clear, and there is always a good surf. Its temperature averages 72 degrees. In fact, for swimming and bathing, this is the best beach stretch on the whole Florida East Coast. The hotel is particularly good of its class. Its big verandas,

large lounge, and excellent cuisine make it attractive and comfortable. Fishing with the market anglers is an experience, and the fresh water fishing and shooting are also good. Guides from the hotel. There is a herd of Jersey cows, and an extensive garden belonging to the hotel.

The drinking water is of especially good quality. It is obtained from a driven well, and upon analysis it is shown to contain elements that are of great benefit in kidney disease. It is tasteless and agreeable as well as wholesome. Hotels: Hotel Boynton (as above); Hotel Vera (very simple). Mrs. W. H. Funck. $2 daily.

Delray (317 m.). The railway passes through a sandy country. The scrub oak and wild rosemary and Indian arrowroot show dark rich greenery against the pure white sand. Some pineapple plantations are to be seen. This is a most thriving little settlement. The colony began with people from Michigan, many of them Germans. Some of the farmers in the neighborhood are of the sect of Seventh Day Baptists, and wear the garb of their religion. Their intensive farming methods have contributed much to the prosperity of this part of the country. There are nearly a thousand acres of "pines" in the neighborhood, and many acres of gardens. There is a canning factory to take care of surplus production of tomatoes and pineapples. All kinds of green vegetables are grown and shipped during the winter to the markets north. Among these are tomatoes, egg plant, peppers, cauliflowers, green beans, cabbages, cucumbers, Bermuda onions, okra, summer squash, potatoes, and lettuce. Delray is eminently a settler's

town. There is a population approaching 1,000, good schools and churches. It is located close to the ocean. The bungalows and residences of the residents are surrounded by gardens and groves. Roses abound, and the lantana and crocuses grow luxuriously. There is shooting, and salt and fresh water fishing; guides, boats and dogs to be had at reasonable prices. The canal southward passes the town. There is communication with it by a good road. Hotels: Ocean View, Mr. Bennett, proprietor. $1 daily; special weekly; Sterling House: H. J. Sterling, proprietor. $2 daily; $9 weekly.

To **Yamato** (321 m.) the way is still along the canal ridge. This is a Japanese settlement, an experiment in Occidental colonization. The industry of the colonists and their capacity for detailed work, has made them successful. The founder has the work well under way and the settlers are growing vegetables and pineapples like their American neighbors. The experiment bids fair to be successful. There are about fifty colonists. In addition to growing American vegetables, they are also cultivating Japanese plants with good success. There is no hotel here.

Bocaratone, "Rats Mouth" (325 m.) Here the railway affords glimpses of savannahs and trees and islands rising out of the saw-grass that mark the Everglades topography. A stream from them is crossed here. There are no tourist accommodations.

Just before coming to **Deerfield** (327 m.) the Hillsboro river is crossed, a stream of some size. Then comes **Pompano** (333 m.) and **Colohatchee**

(338 m.). The north and south forks of Middle river are crossed. The country then is pineland, and occasionally the home of a settler is seen. There is much fertile land in the neighborhood, and colonists are constantly making homes. Every year adds to these, and the increasing population is best realized as the railway approaches —

Fort Lauderdale (341 m.). This point was the site of a fort during the Seminole War, and it has been and is to the present day a trading post for the Indians. It was the half-way station on the old stage line from Lantana City at the head of Biscayne Bay, whose weekly scheduled wagon was the only public conveyance between these two points. Then there was a shed for the trader and a "blue gingham house" for the traveler. Quail were shot with a pistol by the drivers, and the Seminoles never failed to appear hungrily at luncheon time as the wayside banquet was spread for man and mules. The gait of progression was a walk, and two days were spent in doing the 60 miles journey from Lake Worth to Biscayne Bay! This was the condition until 1896. The coming of the railway changed it all. Fort Lauderdale is now a prosperous town. At least two miles before its station is reached, through the pine trees is seen the gleam of the new yellow pine houses, the upturned garden soil, and rows of citrus trees. Along the white rock roads motor cars flash, teams and wagons plod, and the train stops in the midst of the bustle and noise of a new city. The opening of the Everglade lands by the Drainage Systems has caused settlers to

come by the hundreds. While most of these are farmers, many remain in the town.

The town is prettily situated north of New river, though a residential quarter is beginning on the south side of the stream. The banks are high and the river deep. It is navigable to its mouth where it flows into the sea at New River Inlet. The river forks above the town, and the main drainage canal continues up the river toward the head of the North Fork in the Everglades. Vegetable gardening and tropical fruit-growing are the industries in the surrounding country. The hard surfaced road from Palm Beach to Miami passes through the town, having followed the line of the railway here. The town is interesting to tourists because of the picturesque river and the canal trips into the Everglades, the neighboring semi-tropical hammocks, the strange flora in the woods, and for the shooting and fishing, and otter trapping.

The Seminole Indians are frequent visitors, both here and at other stations on the railway from West Palm Beach to Miami. Their homes are in the fastnesses of the Everglades lying inland from Fort Pierce to Homestead. They appear in a costume somewhat modified from that which they wore in days of savagery; occasionally there is seen the old time characteristic turban. At Fort Lauderdale can be bought the implements for playing their ball game, a sort of racquet and deer skin ball, and the large wooden spoons used in stirring their porridge-like food "sofki." They also sell otter skins and deer skins tanned perfectly. Interesting excursions can be made with guides into the Everglades,

and there is game to reward the most enthusiastic sportsman. The river abounds in black bass. This is the best point in Florida to study the rapid change from primitive wilderness to tilled land — from a camp to a town of busy citizens. The railway crosses the river immediately on leaving the station, and continues its southward way. Hotels. New River Hotel, $2.50 daily; special terms weekly; and smaller hotels and boarding places. Information about guides, boats, fishing and hunting at the New River Hotel. The railway still follows the high ground, but the ridge land is not so wide here, and the settlers have taken up large tracts of fertile soil, and for several years the farming interests have been gradually growing. The climate is becoming warmer, and the trees and shrubs that are more really tropical appear. The woods abound in orchids, and cacti of many sorts are found in the jungles.

Dania (346 m.) is a thriving town, one of the places from which the largest shipments of vegetables and fruits are made. It has churches and schools, and good roads. This county, Dade, which was entered at Fort Lauderdale, has been first in the making of good roads, and these have been arteries of rapid development. To the tourist desiring to see the life of the country, a sojourn in Dania would be very interesting. As in all the towns of a thousand population and over, there is a good public water system. It is in touch with a hunting and fishing country. Deer, bear and wild cat, quail, doves, ducks and wild turkeys are all to be found in the neighborhood. Hotels. West Hotel, $2 daily; special

terms weekly. Information about guides, etc.

Hallandale (351 m.) is a station for the convenience of the surrounding settlers only, and cars of tomatoes, celery, peppers and egg plant leave here during the winter months. The railway affords only the same vista, with occasional wider views of the Everglade topography, between here and

Ojus (353 m.). Here Snake Creek is crossed. The Indian name of this station signifying "plenty" tells its own story of luxurious vegetation. **Fulford** (355 m.) is the next station to which the settler comes to ship his produce, and is little more than a hamlet. Just beyond Arch Creek is crossed, and at Little Arch Creek is **Arch Creek** (357 m.), a station of some importance as a shipping point. There is a natural bridge in the coral rock here that is most picturesque, and it is a point of destination for many excursions both by water and land from Miami. The ferns and bracken, the palmettoes and palms, the agave and sisal, bayonet, and beautiful deciduous forest trees, make a scene of great natural beauty. West from here in the pine hammock were better cleared spaces where the Seminoles had, for many years, grown Indian corn. At the time of its ripening in June they held the festival of the green corn dances. To the geologist the rock formation at Arch Creek is very interesting.

From Arch Creek to **Biscayne** (359 m.) the head of Biscayne Bay is of no greater interest, being the same general country, until the bottom lands of **Little River** (361 m.) are reached. Here the soil is particularly good, being a rich

loam like the most fertile farming lands in the north, and the vegetable and fruit growers are found prospering. The country is growing rapidly, and this is one of the points of first rank as a shipping center. The section tributary to it is the well-known Humbuggus country. Citrus culture is most successful. Sapadillos, mangoes and avocado pears are beginning to be important factors in a commercial way. There are well-kept country homes, with pleasure gardens full of plants and shrubs that attract because of their novelty and beauty. The ride from Miami is very short, and a stop is often made here on the way to Arch Creek. Hotels: Douthett House, $2 daily; $10 weekly. The shores of Biscayne Bay can be seen from the railway, glimpsing through the trees.

Lemon City (362 m.) has many attractive residences, and winter tourists have homes there. Some of these are large and artistic villas, and all have beautiful gardens. The old stage route ended here, and the traveler, before the railroad was built, found himself at the end of all road communication with points farther south. The journey by land, over the sharp coral rock, a trackless way, toward the settlements below, was not comfortable. The water route was perfect and was alone used. The little town is entirely a residence one now, and from here to Miami the country is well settled by winter visitors and an occasional farmer.

Buena Vista (362 m.) has many well-kept places and orchards of citrus fruits, avocados, mangoes, sapadillos ("dillies") and fields of papayas and bananas. All the way down the

coast grow loquats and Japanese persimmons. Limes and lemons would seem with the other citrus fruits to be indigenous were it not known that the Spaniards introduced them all. This little village is on the bay, charmingly situated. There is a tiny Anglican Church, primitively but artistically built. The resident rector is Rev. Bernard Clarke. At Buena Vista Mrs. Emma W. Chapin has built an Italian villa, a style of architecture admirably suited to the climate. The hotel is a cottage one, "Courley House," kept by Mrs. Ida Courley. $2 daily; special weekly. It has an acre of attractive grounds about it. The rooms are large and airy, the water of great excellence. The shore of Biscayne Bay begins at Lemon City to have a succession of residences, in front of each of which is a wharf, and a boat, varying from a skimming dish or Newport Cat. to a motor house-boat big enough to be a floating home. Across the bay in the lagoons of the peninsula are the haunts of the real crocodile. There exist in Florida not only the alligator but also, in this southernmost part, the crocodile. The way from here is short and through the usual outlying scattered homes of the suburbs of a city until Miami is reached.

Miami (366 m., pop. 5,471), is the most southerly city on the mainland in the United States. Its beautiful location and perfect climate and great healthfulness make it a place of unsurpassed interest to the tourist, the health seeker and the settler. It is situated at the mouth of the Miami river where it flows into Biscayne Bay. The river's channel is deep and it flows between banks of coral rock. The bay stretches

away in front of the town to its girdle of keys on the east, a sheet of lovely water, unsurpassed as a pleasure ground. The palatial Royal Palm Hotel with its tropic garden surrounding, the well-built city with its attractive villas and wealth of luxuriant trees, shrubs and flowers, and its thriving business quarter, its interesting historical points, its well-built roads stretching away in every direction, its many excursions by land and by water, its sports, its social life centering around the great hotel, its prominence in American yachting life, and above all its perfect winter climate attract thousands of visitors each year, in constantly growing numbers.

It is well called the Magic City. Until the coming of the East Coast Railroad, there had been only the homes of a few scattered settlers. On the north side of the river was Fort Dallas, a most interesting relic of the days of the Seminole War, a well-built structure of native rock, which was fort, dwelling house, and trading post. (It is still preserved and occupied, being in the grounds of the Seminole Club.) It was surrounded by virgin hammock — an isolated, beautiful spot. The title to this and the surrounding land was held by Mrs. Tuttle, and it was from her that the Florida East Coast Railroad bought the land for their town, and planned the city that has since grown. On the south bank of the river lived the Brickells. They refused to sell their land, a beautiful tract extending for miles down the bay shore and also along the river front, directly across from the site of the Royal Palm Hotel. Since then, they have built a succession of villas with bay shore gar-

Hotel Royal Palm at Miami

Golf at Kissimmee

dens, renting for from $1,000 to $2,000 for the season, and the long water front on the south of the river is a succession of boat works and marine ways, all on land the enhanced property of the family. The original owner is buried in the garden of the villa they still occupy. The history of adventure and pioneer life around the mouth of and up the Miami river, and over the waters of the bay to the keys opposite, is most interesting, legend and truth blending in the story. Out of touch with all the world except their Indian neighbors, who came to them from the Everglades by way of the river, their life with its tropic land environment and fascinating sea lore was like that on the islands of the South Seas, with a little wrecking as an exciting diversion, and Indian trading and starchmaking from Indian arrowroot by way of occupation. The coming of the railway disturbed these people, and they discouraged it both actively and passively. But there are still some of them left in and about Miami, and the tourist will find their tales of other days extremely fascinating.

To this primitive wilderness the coming of the railway camps was the signal for settlers to gather. In the spring of 1896 the railway was completed, and in July of the same year Miami was incorporated as a city, never having passed through any preliminary stages of village or town organization. Its growth has been phenomenal. It is unquestionably one of the most desirable winter resorts in America.

The railway station is not commensurate in accommodations with the town's importance, but a new one is in contemplation. Cabs and

other vehicles in plenty convey the arriving passengers to their destinations (fare 25 cents; by the hour $1.00).

The drive from the station through the town is most interesting. The streets are hard surfaced coral rocks, white and clean. (The glare from the white streets makes amber or blue glasses comfortable.) Each side of the way are villas and gardens. New and rare trees attract the visitor's eye; the royal ponciana with its feathery mimosa-like leaves (unfortunately its burden of gorgeous scarlet stars do not cover the tree until late spring or summer) and the tall, slender Australian pines, whose cool green foliage and austere uplifted lines recall Heine's fir and palms, longing for each other from Norway to Egypt — only here is the desire of the one for the other satisfied.

The social life of Miami centers about the Royal Palm Hotel, the cottages of the winter residents and the Biscayne Bay Yacht Club. The Royal Palm is situated on the point where the river and bay meet. Its longest extent is east and west. It is surrounded on three sides by spacious verandas; by a peculiar construction these verandas are carried around the house at a distance from the house itself — they are really more like a covered esplanade. To the south, the gardens, the river with its constantly changing scene about the dock, the cocoanuts on Brickell's Point opposite silhouetted against the sky; to the east the expanse of the bay to the keys beyond, and a glimmer of the ocean through the cuts, passing boats at all times, and stately white yachts lying at their moorings.

To the north are the tennis courts and the base-ball grounds, the vista through the avenue of approach; and to the left the casino and swimming pool hidden in the mass of greenery of the garden. The brick paved drive circles around in the foreground. The veranda at the main door is a favorite place at the time of the arrival of people from the trains and steamboats. The hotel has an excellent orchestra. Concerts are given at the dinner hour, and in the evening in the rotunda and ballroom. During the season, entertainments of all kinds succeed each other, concerts, exhibits of art needlework, pictures and rugs, cake walks, costume balls, dances and receptions. There are jeweler's, dressmaker's and milliner's shops in the hotel itself, as well as telegraph, railroad and steamship ticket offices for the convenience of guests.

Descending from the rotunda, the grillroom is reached. Here luncheons, dinners, and tea parties are given. There would seem always to be some reason for a "grill meeting."

The roof is a favorite place for guests to give teas, and the panoramic view from there is one of great interest.

Out of doors at the left of the main north entrance is the casino and swimming pool, a place of great attraction, open to the general public free. Bathing suit 25 cents. Admission during the concert hour, 10 cents. The pool is kept supplied with fresh sea water. The casino is admirably managed by Percy F. Cavill. He was the world's champion swimmer and has many records, the Cavill stroke being his invention. Naturally swimming is a leading feat-

ure in Miami life. Each morning from 11 until 12 an orchestra plays, the pool is full of swimmers, and the scene is a very gay one. There is no pool in America where there is so much good swimming and so much spectacular water sport takes place. Every week there is an evening of water sports (admission 25 cents; reserved seats 50 cents), when the troupe of town boys trained by Mr. Cavill, and winter visitors, give interesting exhibitions of greased pole walking, racing, obstacle swimming, tub racing, tilting in canoes, and on barrel horses, with blunt padded lances and with bladders, diving from springboards, somersaulting dives, high diving, fancy swimming in street clothes and women's clothes, swimming with the feet tied, etc. Mr. Cavill is played as a tarpon by an expert fisherman. He swims in imitation of various sea denizens. His work in imitation of a porpoise, in which he wears a string of electric lights from his head fastened down his back, so illuminating him under the water, is especially interesting, but like the tarpon playing very exhausting. Private swimming parties can be arranged at night, and are specially delightful in the moonlight.

Back of the casino are the conservatories of the hotel, full of rare and interesting plants. The south front of the hotel overlooks the gardens, which are the most interesting in South Florida, because of the wealth of sub-tropical flora. The trees and shrubs are labeled plainly. A path through the gardens to the right leads to the grounds of the Seminole Club, where the same amusement may be found that is offered

to the guests in the salons of the casino at Monte Carlo. The main walk leads from the south portico of the hotel to the water front. The river along the hotel grounds in front is bulkheaded, and there are docks continuing out into the lake from the end of the walk thus formed. It is here the fishing life finds its center. There is a competent dock master in charge. The cruising charter boats lay here from one end of the dock to the end of the bulkheaded walk, interspersed by private yachts (though most of the latter anchor in the open bay's roadstead near the Biscayne Bay Yacht Club). The dock master has a fleet of canoes and sailing dories for hire. The charter men have boats of all sizes, from a rowboat equipped with a man to row and an armchair in the stern for the fisherman at $5 a day, to a power houseboat or yacht at $100 a day. The most popular boat is one with accommodations for living on board, from 30 to 55 feet in length, chartering for $15 to $25, which price includes all expenses except the commissary. They are all fairly well equipped with tackle, but the fisherman with a lust for his sport usually has his own implements of trade. There is, in the morning, a succession of departures — to the reef, up the bay, down the bay, for a day at Soldier Key, or a picnic at Cape Florida Light, or a few days at Lake Worth, or a run down to Cæsers Creek, or on to the Bay of Florida, or even to the Bahamas and Cuba and around the West Coast. All is bustle and hurry until the last boat is gone. About half-past four they begin to return, and the hotel dock is the most interesting

place in Miami at that hour. Boat after boat comes in, generally well laden. Sometimes the rail is hung round with the silver kingfish, a continuous row, covering every foot of space. The fishermen feel like heroes with banners displayed, for the shining spoil gleaming silvery in the sun, flashes word of the victory as the boats come chugging up the channel and warp in to the wharf. Sometimes the catch includes monsters of the deep.

There is a record of catches kept, especially of the tarpon. This king of game fish, coming from no one knows where, and disappearing into the unknown seas, arrives earlier in Biscayne Bay than on the West Coast. His fame as a worthy foe there has been great for many years —but the fisherman must stay well into the spring to have the sport of a battle with him assured. It is only because the East Coast waters have been explored fully later that their fame is not greater. In the season of 1910 and 1911 the upper part of Biscayne Bay was the scene of many fine battles during the full swing of the season in February and March, and at Long Key the sport was also good in March. To capture this king of all the herring is the acme of the fisherman's desire. The boats begin to go out as soon as word is brought that the first tarpon is playing.

The Manse and Presbyterian Church, Mr. Flagler's gift to the congregation, are at the right of the avenue of Australian pines that leads to the hotel.

Directly opposite the northwest corner of the Hotel grounds is Hotel Halcyon, an attractive

building of native Miami rock gleaming white in the sunshine, with wide verandas east and south. It is a modern structure five stories high.

There are two principal business streets in Miami, Avenue D and 12th Street. The new post office is at Avenue C and 11th Street. Northward on Avenue D the business houses continue for several blocks. 12th Street has the majority of the shops. It is unfortunate, however, that there should be so thickly interspersed among them the real estate offices. Many of these are legitimate business offices. Indeed most of them are, but the prospectus tells in such glowing terms, what is the best that can be achieved in these new countries, that the visitor sometimes forgets to turn over the bright shield and read the leaden words of disappointed hopes and sanguine plans unrealized, that are written on its obverse side. For climate and sport and winter joys, for homes that can be maintained by the earned and saved increment of the owner, Miami and all of south Florida is peerless, but the settler and farmer should not invest his money without much careful forethought. There is plenty of good land but more that is worthless.

Between Avenue C and the bay, and 12th Street and the railroad, and on the south side of the river are many charming villas. They are surrounded by flowers and plants that are rare and beautiful. Hedges of croton, of lantana, and of flaming hibiscus mark the boundaries of the gardens. Roses and poinsetta, glorious bougainvilla, plots of annuals grow lustily in this

perfect clime. Palms of all sorts, and plants with glossy foliage, surround the houses. There is every sort of habitation from the palmetto thatched hut in the suburbs, the single-roomed lumber shed, the tiny cottage, to the bungalow of every size and the larger cottages and villas. Concrete and stone houses are the most suitable to the climate.

The Boulevard which extends along the bay front on the north side is a most attractive street. It begins at the railway which ends here opposite the wharves of the P. & O. Steamship Co. To the north of these wharves is the office of the Collector of Customs, and the Florida East Coast Railroad Hospital. The Boulevard runs south, ending at the Royal Palm Grounds. In front of the residences after passing 7th Street there are many pretty little boat landings built out in the bay connected with the shore by causeways or piers. Some of these landing places have houses open at the sides built upon them, and form most comfortable points in which their owners can while away an hour. At 11th Street is the Biscayne Bay Yacht Club, a structure well fitted for its purpose and picturesquely situated in the bay. About it are always anchored many yachts. Life here is very gay, and at no Florida or Southern club is such a list of cosmopolitan members, or of yachts as well known.

At the foot of 12th Street is a town wharf, from which there is a ferry to the beach, where there is excellent sea bathing on the keys opposite. There too are many charter boats at a price a little less than that paid at the Royal Palm Dock. The exhibit of catches on the return of the fishermen

daily is very interesting. Boats leave from here on regular schedules for the trip to the Everglades, to an observatory, passing Alligator Joe's Farm on the way and the famous Lawrence and other groves; for the trip to old Florida Light, a disused lighthouse, but in a very interesting situation on Cape Florida; and for an excursion up and down the bay.

Next to the town wharf is the Fair building where a county fair is held. There are frequent entertainments here. The "Miami Herald" has notices of these and other amusements daily.

From the mouth of the river along the south shore are boat works, marine ways, and oil and ship wharves. To the largest wharf come the schooners and tramp steamers from Jacksonville, the Bahamas, Key West, the Gulf ports, Cuba, and an occasional craft from almost unknown ports.

The Clubs are: The Miami, Women's, French, Musical, and Biscayne Bay Yacht Club. A theater where a stock company give standard plays with an occasional greater attraction, motion pictures, baseball games, fairs, etc., afford amusement for the visitor. The street scenes themselves are interesting. Shells, palm hats, mats, baskets and fans are for sale. At the fruit shops, all kinds of early vegetables are found, and strawberries, mulberries, Jamaica sorrel, loquats, alligator pears, sapadillos (the zapote of Mexico), Japanese persimmons, papayas, pineapples, lemons, limes, oranges from the kumquot to the King, and grape fruit of endless variety, bananas of every sort from the dainty cavendish of only a few inches in length to the horse bananas often

measuring a foot, plantains, etc. In fact, Miami is the distributing point for the many fruits and early vegetables grown in the neighborhood.

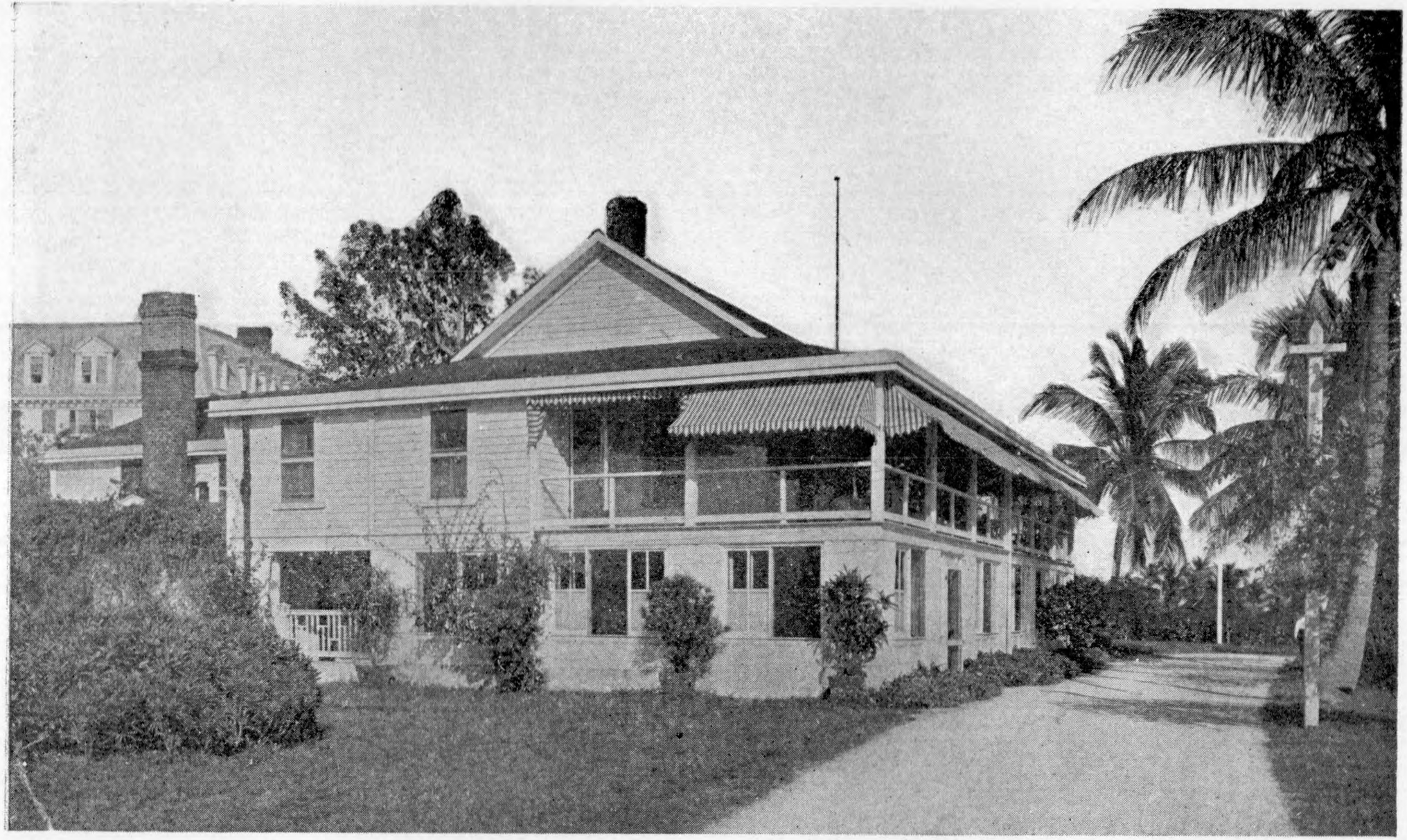
In addition to the excursions by water, there are sight-seeing automobiles which make trips to points of special interest near Miami. These include visits to orange groves, to the Everglades, to Walden farms, to the Government Agricultural Station, and to various other interesting places and near-by towns.

The falls of the Miami at the head of navigation in the river are interesting. The golf links, nine holes, can be reached by boat up the Miami, or by an automobile starting from the Royal Palm daily, fare 10 cts. The Cuts opposite Miami — Norris, Bear and Government Cut — and the House of Refuge, are reached by water. (See daily papers for time tables, fares, etc.)

IV—Miami to Key West

(156 m.)

Leaving **Miami,** the part of the Florida East Coast Railroad known as the Extension begins. The train crosses the Miami river to **South-Side** (367 m.), and follows the high coral ridge, though tall pine trees, past hammocks of oak and tropical hard-wood trees, to **Cocoanut Grove** (371 m., pop. 200). This is a little hamlet situated on Biscayne Bay. It is reached by a hard-surfaced road from Miami, through Homestead. It has rural mail delivery, several stores, and a guava jelly factory, and consists of a collection of homes, schools and churches, and two club-



The Seminole Club, Miami

A Railroad into the Everglades

houses. The railroad station is half a mile from the village. The old town was located along the water front, but houses have sprung up along the hard road leading south, so that the settlement extends a mile back into the pine woods.

The bay front is a succession of villas. The Cocoanut Grove Woman's Club has its club-house here also. Where the road turns from the bay front inland stands the old Peacock Inn, rebuilt and transformed into the Lake Placid School for Boys. A path, open only to residents of the village and their guests, leads along the shore, beginning here. After leaving the school grounds, it passes through a wealth of oleander trees, and several villas are seen at the west. Towards the shore is a grove of vigorous cocoanut trees, giant bamboos and fine royal poinciana trees. The workshops of Commodore R. M. Monroe, the eminent boat-designer, are located here, and on the other side of the road is his villa. The Biscayne Bay Camp, a hotel, with a central dining-room, bamboo tea-houses and cottages attractively secluded among the oak trees, is on the left. To the right is the club-house of the Biscayne Bay Yacht Club, the most southern yacht club in the United States, and one whose history is co-incident with the earliest settlements here. The Yacht Club is the scene of regattas and public functions, and there are many members' boats coming and going during the season. Following the path the Adirondack School for Boys comes next, beautifully secluded on the coral ridge, with a fine avenue of royal palms leading to the water. This school, and also the Lake Placid School, has a course in

seamanship in addition to the usual curriculum. The fleet of boats sailed by the students give the waters of the bay a picturesque appearance, and many large yachts belonging to the boys' parents visit the bay each year.

Near the Adirondack School is the home of Mr. and Mrs. Kirk Munroe (Mary Barr Munroe), the former the friend and teacher, through his books, of all American boys, the latter the daughter of Amelia Barr, and a writer on economic and other social subjects. From here is a beautiful view of the bay, and in the mangroves near the shore is a peculiar spring of good water. Back from the house is an extensive orange grove which extends to the rock road leading from Cocoanut Grove south. Next is Minnetonka Inn, with its beautiful grounds.

South Cocoanut Grove has many attractive homes, and there have been, and are, many well-known literary people there. Dr. John Gifford, Miss F. L. Nugent (Miss Florence Baldwin of Bryn Mawr), Homer St. Gaudens and Upton Sinclair are among these. All about Cocoanut Grove are orange and grape fruit groves. Tomatoes and peppers with other vegetables also grow luxuriantly, although there would not seem to be soil enough to nourish these plants, as they grow apparently from the bare coral rock. The edge of the Everglades is not very far away, to the west.

Larkin (374 m.) is in the midst of rapidly developing country. **Kendal** (376 m.), **Benson** (379 m.) and **Rockdale** (380 m.) are small settlements. To the left at Kendal is seen Mr. Flagler's extensive model grove of citrus fruits

and pineapple plantations, all in the highest state of cultivation.

Perrine (382 m.) is located on the grant of land, 24,000 acres, given to Dr. Henry Perrine in 1855. He was killed by the Indians, and the conditions of the grant were never carried out. The F. E. C. Railroad arranged with the heirs, and the experiment station for tropical trees and plants, as specified by the government in the original grant, has been established. The country about is developing wonderfully. Vegetable gardens, avocado and mango orchards and citrus groves are seen on both sides of the railroad. There was an old settlement near Perrine, which has now grown to a little village with stores and a wharf at **Cutler,** on the bay front, a resort for fishermen. (Hotel, see list.)

Goulds (386 m.), **Black Point** (307 m.), **Princeton** (388 m.), **Naraja** (389 m.), **Modello** (392 m.) and **Homestead** (394 m.) are all small stations which the growth of the country has made imperative. It is hard to realize that until the coming of the railroad scattered settlers near Cocoanut Grove were the only permanent residents. South of that last cluster of houses the country was practically unexplored. The sharp jagged coral rocks made land journeys extremely difficult, and there were no roads and no destination for them. The Everglades lay inland, seemingly impenetrable, and there were waste stretches of saw-grass, with occasional islands. The shoal bay divided them from the sparsely inhabited keys to the eastward. Now there are good roads, houses, farms, and a little town at Homestead, with stores, a country club, and

groves already bearing citrus and semi-tropical fruits.

Detroit (396 m.), **Woodall Siding** (401 m.) and **Everglade** (408 m.) mark the end of the coral ridge and the coming of the Everglade topography to the very edge of the bay.

Here the real journey over the Keys and the passes between them begins. The surveys for the Extension were made in 1904, and work began in 1905. The problems to be solved in building the railroad over the land and carrying it across the water were novel in engineering. The rushing tide-ways between the islands were fortunately at no point over twenty-five feet in depth. To make a stable construction in these swirling waters, to resist the severe summer tropical storms, and to have the roadway for trains thirty-five feet above sea-level were the difficult features of the work. The road has been for some years successfully operated to Knight's Key, and in 1912 was entirely completed from there to its terminus at Key West.

It was not alone the building of the railroad itself that presented difficulties, but the question of transporting labor, supplies and water, and establishing camps for workmen, was a puzzling one. The laborers are cosmopolitan, being recruited from all nations, and from every rank of life. To govern and keep discipline in the camps has been a serious problem. The transportation of building material and supplies was an interesting feature. Huge piles of rock to be used on the roadbed, great girders of steel, and other structural requisites, came by flat-bottomed steamboats over the shoal waters between

the Keys and the mainland. Huge tanks of water on lighters supplied that first requisite for habitation — there is no potable water on the Keys.

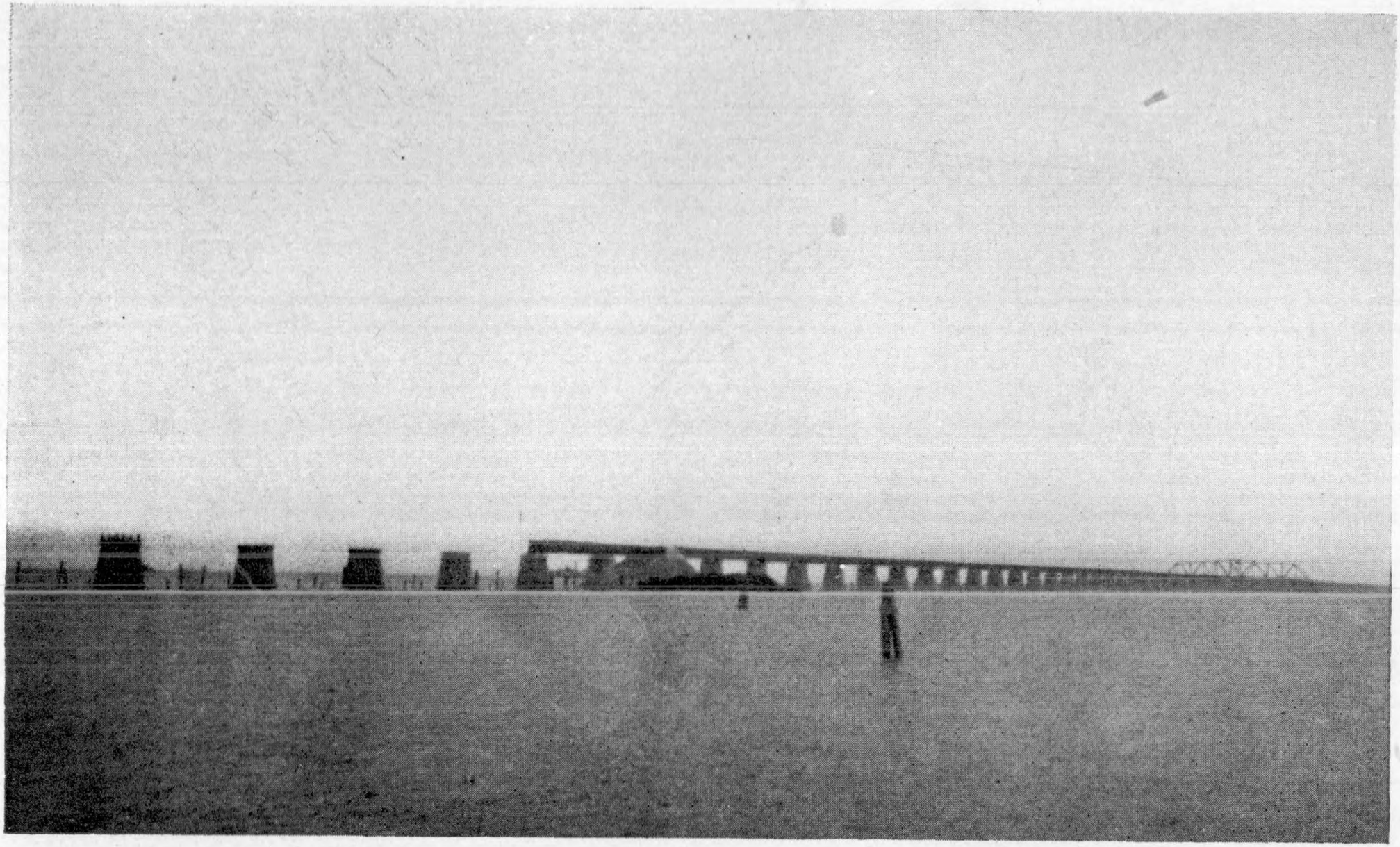
There were 14 miles of mainland to be traversed, 44 miles on the Keys, and 52 miles across waterways and tidal swamps. Of these last, 18 were of permanent bridge work across channels between the ocean and waters of the bays and sounds. Four concrete viaducts were planned, all to rest on solid rock foundation — spanning the larger channels where the force of the current is greatest. One extending from Long Key to Conch Key, 10,500 feet, is a concrete arched viaduct, 31 feet above sea-level. One from Knight's Key across the channel to Little Neck Key, $6\frac{3}{4}$ miles long, is concrete, with arches and five miles of pier and deck girders. One across Moses Channel, 7,800 feet, is of concrete, with a draw. One across Bahia Honda Channel, 4,950 feet, is of concrete piers with truss spans. Here the water is very deep and the tide strong. One at Pine Key Channel, 1,400 feet, is of the same construction. One at Boca Chica, six miles from Key West, 2,610 feet, is an arch viaduct, in which the native coral-rock has been used in the concrete.

The other openings between the Keys are crossed by embankments or filled-in trestles, with a drawbridge at Jewfish Creek, and one at Indian Key Pass between Upper and Lower Metacumbe Keys, aggregating 410 feet. In many cases these are built off the line centers in order that more permanent construction may take their places later. Marl is used in making

the embankments. Beds of it are found under water, and mined by specially adapted processes. The coral-rock blasted under water is ready for use at once.

The waters to the west and north of the Keys are usually smooth, and shoal-draft steamers are used. On the outside, to the east and south, in the open ocean, strong tugs are in service. The severe summer and autumnal hurricanes have retarded the work, but each one has taught its lessons, and the railroad is approaching a successful completion.

Leaving **Everglade,** the railroad turns to the south and leaves the mainland by a long causeway of filled-in earth through marshland to **Jewfish** (416 m.), where it crosses Jewfish Creek over a drawbridge. Yachts may be seen lying in the creek, north, on the lagoon, south. On crossing the drawbridge the railroad now begins its way over the Keys. These are a chain of coralline islands, extending 61 miles in a curved line from northeast to southwest, along the coast of Florida. They are separated from it by shoal waterways, varying in width from only a few feet to many miles. Their elevation above the sea is very slight. Their formation is oolitic limestone with sand and shell embedded in it, and very irregularly filled with pot-holes, depressions with ragged edges and worn fissures. There is very little soil on the islands, but from its composition of sand, disintegrated coral and humus, it is very rich in productive factors. The coast line of the keys is marked by long shoals, by coral rock, worn and fantastically eroded, by sandy beaches and by mangrove thickets. Many



At Work on Maser Channel Bridge

Mangrove Trees, Jupiter Narrows

of the keys are simply mangrove islands; others have central growths of jungle, tree and vine lushly growing, while others have jungle, open plantations, and even lakes or salt-lagoons inland.

There are hundreds of these Keys, all seemingly upgrowth on an underlying reef. On the ocean side is a similar reef, submerged, between which is the waterway to Key West from Biscayne Bay (see p. 378).

The vegetation on the Keys does not attain a height of any importance because of the summer storms and very high winds. The native trees are all tropical, and the jungles are of the greatest interest to the naturalist. There is romance and story attached to each wood that grows. True mahogany abounds, but not of sufficient size to be valuable commercially; dogwood and buttonwood; gumbolimbo, which, when cut and used as fence posts takes root and grows into a line of vigorous trees. There are also poisonwood, with its alluring foliage and bright trunk; satinwood, fiddlewood, lancewood and ironwood; bays, the wild parasite rubber tree, nakedwood, holly, torchwood; lignum vitæ and wild dillys and tamarinds, the castor-oil tree; cacti, from the tiny globe to the climbing ones that greet the eye from the very tree tops; vines, mosses and lichens of strange beauty; bamboo hiding away in the verdant fastnesses; wild vanilla and other orchids of eerie form and ghostly and ghoul-like habits; these are a few of the storied growths found everywhere.

Then there are superb cocoanut groves that have been planted by the natives, though the trees are of no value commercially as the nuts

are not rich enough in oil to be used. Grape fruit, oranges and limes, the sapadillo, custard apple, mammee, dead-men's lemons, tropic almonds, papayas, guavas and tamarinds have all also been introduced and are found on many of the Keys.

There are no roads on the Keys, owing to the rocky character of the land and the dense vegetation; an occasional trail only is found. The settlements are always at the water's edge.

The beach yields many natural treasures to the "beach-comber" of shells in infinite variety of beauty and of every size and shape, — conch spawn with the tiny shells in the compartments of the long serpent-like cases; vegetable-ivory and sea-beans from far away coasts; dried sponges and sea flora in long foam-covered lines upon the beach; Portuguese men-o'-war, sea biscuits, starfish, horseshoe crabs and sea-spiders. And when one is afloat with a water-glass (a glass-bottomed bucket), or in a glass-bottomed boat, the "sea gardens" reveal to one life in another world. The tide currents sway the algæ and sea plants as in a summer wind. Great sea fans of every color bend and wave in the water's flow. Coral heads and branches and long irregular lines form the background of the picture. Among the plants grow sponges of all sorts; bright-hued fishes of every shape and size go on their ways giving new beauty to the picture with every motion; devilfish and inkfish leisurely drift through the water; crawfish wave their long feelers from tiny ocean caverns, and great crabs crawl about. There is endless variety and motion.

To be on the beach on a dark night and to see the phosphorescence of the water, or to take a small boat and row over the sheltered bays and see the illumined spray follow the oars and mark the course of fish through the water by the streaks of light that follow them, is most novel.

The inhabitants of the Keys, both whites and negroes, have come largely from the Bahama Islands, and they have more English characteristics than American. They are called "Conchs." (The conch, king and queen both, is found abundantly and is eaten in soup and chowder on the Keys and in the Bahama Islands. It is savory but tough-fibered.) Their means of livelihood are sponging, fishing and turtling. Wrecking is still attended with all the excitement of the old piratical and blockade-running days, but with none of the lawlessness. The "conchs" cultivate the tropical fruit trees mentioned, and in addition have vegetable gardens of great variety, and grow fine bananas and pineapples, also some little sissal hemp. They make mats, hats and baskets of the palm leaf, which find ready sale in Key West and Miami.

There are no towns on the Keys except Marathon and Key West. Indeed they are not suitable to be settled on by year-round residents, though the climate and jeweled seas and interesting shores make them an ideal winter resort. A low bungalow and a boat are all that are needed. The beauty of the days and nights cannot be described. The Keys, the romantic charm of coral strands and opal seas, and the lure of the tropics lie at the very door of the busy man seeking rest.

Jewfish (416 m.) is the first station on the Keys (Key Largo). The railroad crosses the lake, and turning south runs through Key Largo, passing through the jungle in the center of the island. It reaches **Key Largo** (417 m.), which is the station for a settlement on the ocean side of the Key. It continues through jungle and cleared land to **Rock Harbor** (424 m.), where the coral rock was quarried for building the railroad. At **Tavernier** (431 m.) is the station for **Planter** post office, an old settlement on the Keys which, for many years, was the most prosperous of all. There was a store, school and church, and a flourishing fishing industry. A hurricane a few years ago practically destroyed the town, and there are only a few scattered families left. The gardens and orchards about Planter are extensive.

The railroad crosses Tavernier creek to Plantation Key. **Plantation** (435 m.) is the station. The railroad then crosses to Upper Metacumbe Key. **Quarry** (438 m.) is followed by **Islamorada** (440 m.). Here there are several attractive bungalows built on the northwest side of the Key, in a charming situation, and well adapted to the climate. On the ocean side is Russell's post office and store. A mile and a half down the beach is **Pindar's,** where enthusiastic fishermen found simple accommodations for years.

Central Supply (444 m.) was the main supply camp of the railroad during its construction. **Indian Key** (445 m.) is on Lower Metacombe Key. Indian Key, the scene of the massacre of Dr. Perrine, lies to the east, opposite the channel between the two Metacumbe Keys. At **Mid-**

way (448 m.) the railroad crosses to Jewfish Key and then to Long Key — **Cook's Siding** (450 m.). The same way, cut through jungle, mangroves, and over coral rocks and made embankments, leads to **Crescent** (455 m.).

Long Key (457 m.) is at the lower end of the Key of the same name. Here is established the Long Key Fishing Camp Hotel, one of the chain of the F. E. C. R. R. hotels. It is situated in a large grove of cocoanut trees on the southeast point of the Island. It consists of a large central building with verandas on all sides, and numerous cottages, each named from a fish caught in these waters. The beach, not two hundred yards from the buildings, is of white sand and affords good bathing. The Gulf Stream is only a mile away at sea, and the passing shipping makes an interesting picture. The wharf is to the southwest, running along parallel to the railroad. There are all sorts of boats to be chartered here, launches and rowboats and some small sailboats. Sailboats of any size (with sticks over 20 feet) cannot clear the arches of the viaduct, and are anchored on the other side of the key. There are usually many yachts in this latter anchorage, and during the season the fishing camp is thronged with sportsmen. The fishing is exceedingly good (see Sports, p. 81). The hotel is not luxurious but is most comfortable, and has excellent water, good sanitation, and telegraph and express facilities.

The railroad now crosses the long concrete viaduct (see p. 195) and the "over-sea" journey begins to seem to be an accomplished fact. The water, from the elevation of the train, takes on

a variety of beautiful hues, and the rushing tide gives some idea of the difficulty of the work of construction.

Grassy Key (464 m.) is next reached. This is one of the highest of the Keys, and has a pretty bay indenting its shore. The railroad crosses to **Key Vaca** (471 m.). At the lower end of this Key is **Marathon** (474 m.) a thriving little town with a large wharfage on the land side. The railroad shops are established here, and at Boot Key to the east is the harbor for boats. The offices for the company's engineers for this part of the work were located here, and also the commissary buildings. It is interesting to see so much of material civilization and methods in such close contact with the absolute wild. The hotels are not suitable for tourists.

Formerly the railway ended at Knight's Key Dock and at this point passengers were transferred to steamers for Cuba. But in January, 1912, through passenger train service to Key West was begun, and the old dock at the l. of the viaduct crossing Mosher Channel was abandoned. This is the deepest channel from outside waters of the open sea to the Gulf. The view on both sides of the train is uninterrupted by land, and the Keys in sight further on are small. These small Keys, are crossed and the way continues over Bahia Honda Key; then it traverses Bahia Honda Channel with its good harbor r. by another viaduct (see p: 195) reaching **West Summerland Key.** Here to the r. begins a network of Keys separated by shoal water which extends almost to Key West. To the l. are the waters of Hawk's Channel sheltered by

the outlying, submerged coral reef. **Spanish Harbor** (489 m.). The railway crosses Pine Key Channel by a viaduct (see p. 195) to **Pine Key** (492 m.) crossing Ramrod Key and Summerland Key to **Cudjoe** (500 m.). Its way then lies across Racoon and Sugar Loaf Keys to **Chase** (506 m.). **Big Coppitt** (512 m.) is passed and the viaduct from Boca Chica (p. 195) to Key West Island is crossed. The island is traversed and the over seas journey is ended at Key West.

Key West

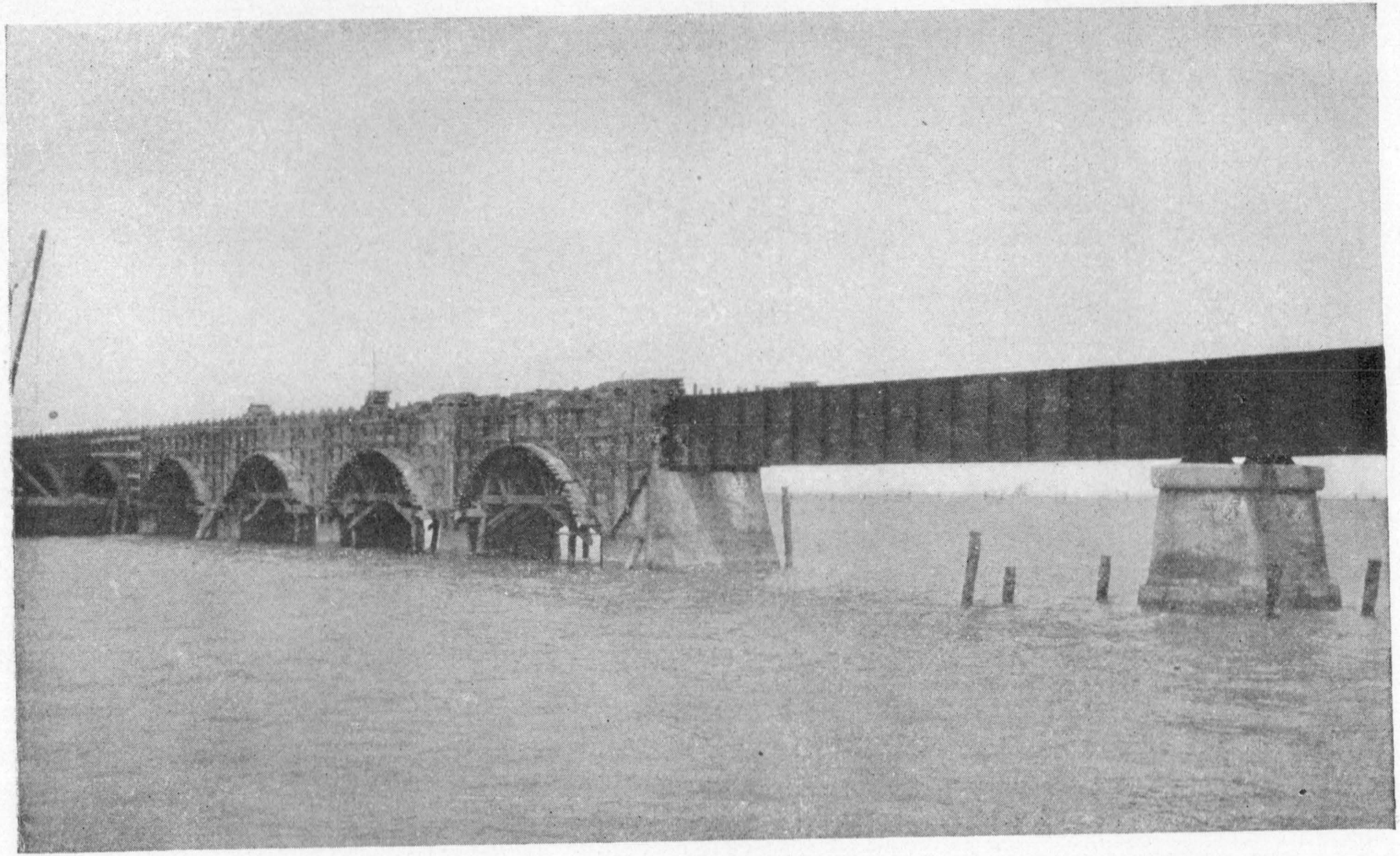
Key West (522 m., pop. 19,945), elevation ten feet, "The Island City," is the southernmost city in the United States. It is situated on a small island of the same name, seven miles long, 60 miles southwest of Cape Sable. Cayo Huesco — Bone Island — the Spanish name from which the present one was corrupted, was given the island because of the number of human bones found there. Whether these were the remains of the victims of the pirates and wreckers who occupied the island in Spanish times, or of Caribbean cannibals, is not known. The history of the place begins from the time it became part of the United States in 1822. The few scattered inhabitants then found there were "Conchs" from the Bahamas, people from St. Augustine, mostly Minorcans, and some Cubans. They lived by fishing, sponging and wrecking, and were almost as lawless as their predecessors of the black flag. The history of the place is replete with tales of those times. Indeed, the fortunes of some of the most substantial citizens were founded upon those treasure ships whose wrecking was not always quite legitimate nor

necessary. The many reefs in these waters, however, do render them dangerous in the tropical storms that sometimes sweep the seas, and a well-equipped wrecking and salvaging fleet puts out from this port whenever the word of a ship in distress is received.

It was not until 1868 that there was any great growth in Key West when fugitives who were driven out of Cuba during the insurrection settled there, and the cigar industry was established. The town has since grown steadily in numbers, and its port facilities have developed commercially. There are deep channels to its capacious harbor, and docks and wharves have been built to accommodate its increasing trade. These have been supplemented by extensive government works, and the F. E. C. R. R's terminal improvements, consisting of piers, sea-wall and water front buildings which will add greatly to the facilities of the town as a port.

The town itself is not attractive. The streets are practically unpaved except in the business portion. There is no public supply of water, a few scattered wells and cisterns of rain water meeting the demand. There is no sewerage system, but in spite of this, and of the most careless street sanitation, the death-rate is low. The insular position of the town and the trade-winds have much to do with its healthfulness and good climate. Though only 60 miles from the Tropics, it is cooler than some cities farther north. The houses are principally of wood, and are not built with any special regard to architectual effect. The many verandas and balconies are a redeeming feature, and, as else-

Mosher Channel Viaduct



Construction of Concrete Viaduct

where in Florida, the unique flora helps to add charm in the tourist's eye to most prosaic environment. The cork, cocoanut and almond trees, with oleanders, bananas and jasmine, all lend beauty to the place.

There are several business streets and a tramline that makes the circuit of the town and runs to a large cigar factory several miles in the country. There is a county road that is hard-surfaced with coral. The lighthouse is a fixed light, and stands in the town itself. The docks are the most interesting part of the place. The chief commercial interest is cigar-making, over 150,000,000 being the annual output. The sponge industry is extensive. In these beds from which the "spongers" gather their spoil grow the best varieties for the market, and at the sponge auctions at Key West a million dollars' worth are sold annually. The Greek spongers have come in great numbers to Key West, and by their lawless methods have done great injury to the beds. They have camps also at the Tampa sponging grounds.

The fish wharves are most interesting places to visit. Great green turtles, weighing several hundred pounds, and smaller ones that are shipped alive, kingfish by the boat-load, Spanish mackerel and pompano, are all marketed on the dock. The fishing, turtling and sponging fleets are very picturesque.

The government has an important naval station here — a reservation of sixty acres, with extensive coal depots and a distilling plant for supplying fresh water. There are commodious accommodations for the men stationed here, and

the facilities for coaling are at the rate of 100 tons per hour. There is also a marine and army post to the northeast of the town. In the grounds of the garrison post and armory adjoining the U. S. barracks is a fine specimen of a banyan tree, the sacred fig of the Hindoos. Fort Taylor, a casemated fortification, guards the mouth of the harbor, with an equipment of modern batteries.

A visit to the cigar factories, to the docks and to the Government Reservation, and to La Brisa, a beach pleasure resort, exhausts the attractions of the town and the island, but excursions can be made to neighboring Keys by arranging with some of the native fishermen as guides.

The Dry Tortugas, the last group of Keys to the westward, is the site of old Fort Jefferson. It is a favorite cruising ground for the savants of the Carnegie Biological Commission. Between here and Key West are groups of uninhabited Keys. For Key West hotels, see list.

The port has many lines of steamships, among which are:

The Mallory Line, from New York to Key West, Tampa and Mobile, and from New York to Galveston.

The American-Hawaiian Line, from New York to Coatzcoalcos.

The Porto Rico Line, from Porto Rico to New Orleans and to Galveston.

The Southern Line, from Philadelphia to Tampa.

The P. & O. Line, from Tampa to Havana, and from Key West to Knight's Key.

History of the Florida East Coast Railroad

It was not until the building of the Florida East Coast Railroad that the real greatness of Florida as a pleasure ground for this country, east of the Rocky Mountains, during the winter months, a health-bringing resort for all of the United States and a place in which to live, became really widely known. The census of 1880 showed but 269,493 people in the State; there were but 408 miles of railroads. In 1884, there was but little change from these figures. The East Coast of Florida was practically unknown. That part of the State was only reached by the St. John's steamers, and uncomfortable connections to the Indian river steamboats. There was no public carrier south of Jupiter Inlet.

Mr. Henry M. Flagler made his first journey to Florida in 1884. He visited St. Augustine and bought a marsh lying within the city gates, filled it up, and began the erection of the Ponce de Leon Hotel, a building of great beauty, of perfect unity in its architectural design, and of most luxurious comfort. In 1886, he bought a narrow-gauge railroad leading from Jacksonville to St. Augustine, which was a most unsatisfactory route, and transformed it into the initial sections of the future F. E. C. System. He built a steel bridge across the river at Jacksonville, and through train service from Jersey City to St. Augustine was begun in 1887, the year the Ponce de Leon opened. In St. Augustine itself he wrought a transformation. He built two miles of streets, comfortable homes for his employés, established electric light and water

plants, and erected carshops for the railroad. He also built the Alcazar Hotel, the Casino and baths, the City Hall, the hospital, Grace Methoist Church and parsonage, the colored school, and the beautiful Memorial Presbyterian Church and manse in rememberance of his only daughter. After the Catholic Cathedral was destroyed by fire, he donated the money for its rebuilding. He transformed St. Augustine into a city of exquisite beauty, cherishing all that was old and valuable, and supplementing its historic interest by modern work that did not mar the picture, but became a part of it.

He bought the old railroad from Tocoi to St. Augustine and from there to Palatka, bridging the St. John's at Palatka; also bought the road from San Mateo to Daytona, which he rebuilt, and connected with the other at East Palatka. He then bought the Ormond Hotel and it was opened for visitors in a way that made excursions to this new country possible, with every luxury of home environment. To encourage immigration, he established a model farm at Hastings. The great development of that section all received its inspiration from this.

He obtained a charter for a road to Miami and Key West in 1892, and the road was begun at once along the Indian River, crossing the large streams tributary, at Gilbert's Bar Inlet (Stuart) and Jupiter Inlet, skirting Lake Worth's west shore to end at Palm Beach on the east side of the lake. In 1893, this road was opened as far as Rockledge, and shortly afterward a wharf was built at Cocoa to connect with the Indian River steamboats (running from Titusville to

Jupiter Inlet). In the same year, he bought the land at Palm Beach, on which the Royal Poinciana Hotel was built, and in January, 1894, the hotel was opened. The railroad to Palm Beach was opened on March 22, 1894. The town site for West Palm Beach was plotted in 1893, and made ready for settlers, having paved streets, water works, and a large public school building.

In 1894, he became interested in the East Coast Canal & Transportation Company and helped to complete the canals from the Indian River to Miami.

In 1895, he extended the railroad to Miami, laid out the city, paved the streets, established water and electric light works, and erected a public school building. He built, in 1896, the Breakers at Palm Beach. He built the Royal Palm Hotel at Miami. In 1896, he built also the Colonial Hotel at Nassau, in the Bahamas, and bought the Royal Victoria.

In 1904 he built the Pablo Beach railroad from Jacksonville, and extended it to Mayport, where he built large wharves for the loading of coal and lumber. He also erected the Continental Hotel at Atlantic Beach, and gave to the State and adjacent country a summer seaside resort of first rank.

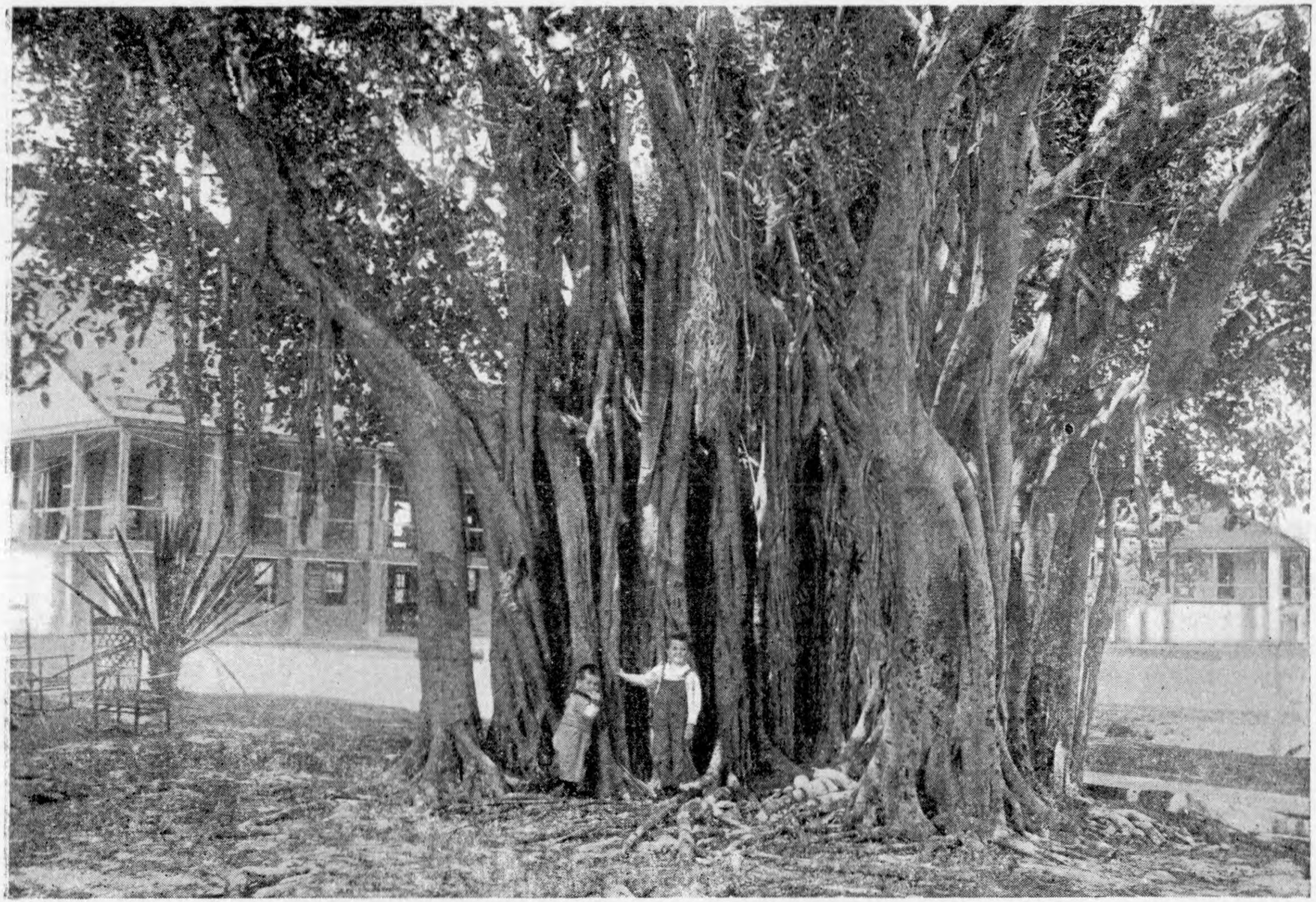
In 1905, he extended the railroad from Miami to Homestead, and in 1907 the work of building it over the Keys to Key West was begun. In January, 1908, the railroad from Jacksonville to Knight's Key, 477 miles, was opened and a line of steamers established, making connection with Key West and Havana. Work on the 64 miles

of road between Knight's Key and Key West was completed and the first through passenger train reached Key West January 22, 1912.

He organized a Land Department in connection with the railroad and through its efficient work, under the charge of Mr. James E. Ingraham, the development of the country along the line of the Florida East Coast has been sanely and wisely conducted. Actual settlers have come in great numbers, not only to the East Coast, but all over the State. It was by the example and the generosity of Mr. Flagler that a great impetus was given to progress and prosperity. It was his energy and prophetic vision that made him see that if this gateway were opened, the people would find a new pleasure ground and a fertile field for labor. His expectations have been more than realized. So rapidly has the land developed that the railroad has not been able to keep pace with the growing wants of its patrons, and greater facilities and an enlarged carrying capacity have been promised.

The Everglades

The fabled mysteries of the Everglades have often alone drawn to Florida those who have loved adventure. The stories that were told by the historians of De Soto's time of the homes of the aborigines, of the beautiful princess who was his hostess, of the pearls that she showered upon him from the despoiled tombs of her ancestors, of the pearls, too, that the common soldiers found in the fresh water shells, and having gathered them, threw away, because they



Banyan Tree at United States Barracks, Key West

Landing Sponges at Key West

were too heavy to carry, seem like fairy tales. And did not Atala, Chateaubriand's royal princess, begin her wanderings from the tombs of her people in the mystic fastnesses of these same glades? And through the wild buccaneering times were not pirates, with their ships full of booty, chased to the rivers that flowed from the Everglades? There they were lost to pursuit and to this day tales of their sunken treasures in scuttled boats, in these winding streams, are told. Many islands are the storied burial places of the loot of gold and silver from forgetful sea rovers.

Even in defiance of the geological unities, a smoking mountain, sacred to the Indians, was put in the very center of this unexplored region and there they were supposed to have preserved some of the traditions of their ancestors' lost civilization. Folklore was imagined for them by enthusiastic writers, and tales of wondrous interest and mystery — but of little truth — were written, that have only added to the misinformation and misconceptions already existing.

The aboriginal visitors to Florida, whose circle of shell mounds and forts are still to be seen around the peninsula, did not penetrate into the Everglades; none of the explorations made so far find any trace of them. The Seminoles, Runaways, as their name tells, came from the Georgia Creeks. The story of their migration is well told in "The Florida Exiles," by J. D. Giddings. They here sought safety from their enemies who were less able to penetrate into these fastnesses than they. Florida was so little settled that they found a home and a country

where all their wants could be supplied and they could live in their own ways untrammeled by the encroachments of civilization. As the State settled, and little towns were built to which they could go by water, they came to trade, as they do to-day. At first their desire was for simple things that appealed to their childish taste, but now they barter their wares for civilization's implements — the sewing machine, the gasoline stove, and even the motor-boat! There is much to be said of them, but the visitor to Southern Florida will find it easy at Fort Pierce, West Palm Beach, Fort Lauderdale, or Miami, to judge of them by inspection, and he can with but little trouble go into the Everglades from these points with a guide and realize at first-hand what this life to-day is, and what its environment.

There are at present only a few hundred Seminoles left in Florida, all of them living in the region of the Everglades. They can generally speak English, but they still employ their own tongue among themselves. It is true that they are still the only guides who can thread their way through the wilderness; it is true that they are unwilling to teach the white man their Everglade lore. They live in half savage, half civilized fashion on islands within the glades, where they raise in primitive ways small crops of vegetables and of Indian corn. In early summer there is still said to be a festival and dance of the Green Corn, which brings together the scattered remnants of the race, and has been seen by only one or two white men. On the whole, however, the mystery and poetry which has surrounded them ever since the great wars of the

nineteenth century is gradually being dissipated. It is probable that the draining of Everglades and the settling of the country will be the last chapter of their history.

The rapid development of the country south of Palm Beach, by reason of the drainage canal work, brings every visitor in touch with Everglade lore as soon as he reaches this part of the country. He sees the prospective settlers on the railway trains, and sees the evidences of a growing country on every side, and as is usual in growing new countries, everywhere glowing fancies and sober fact are so blended it is hard to know just what are the real conditions.

The Everglades are variously estimated to contain 5,000 to 8,000 square miles. They begin in St. Lucie and De Soto counties and extend south through Palm Beach and Lee, into Dade county. They are a vast glade interspersed with wooded islands or grassy spaces, covered wholly (except the islands) in the wet season with water, through which flow channels from one to ten feet deep, all with a general southerly current. The region is at the most twenty feet above sea level. The contour is a vast basin or saucer. The limestone coral rock forming its edge or rim is ragged and worn and covered by disintegrated rock and sand, with a deposit of humus and muck in the holes and crannies. This rim is higher than the general floor of the basin and holds the water there. Through depressions or breaks in the rim there are natural outlets — the Ratones, New river, the Miami, Shark's river and the Caloosahatchie, which carry away the great natural supply of water

that comes from subterranean springs and from the summer rainfalls.

The limestone floor of this basin is uneven, and at many places it rises above the level of the water and grassy, semi-submerged saw-grass land and little islands are formed. The water is fresh and sweet and potable. The islands are not overflowed in the summer during the rainy season, but have just enough moisture to encourage a luxuriant tropic growth. They are covered with trees and vines, and on these fertile grounds the Seminoles till their little gardens. The soil is first limestone, then over underlying marl, then muck and humus. The saw-grass which makes up the main body of the Everglades, grows rankly, often ten feet tall; it is impossible to cut it or to make one's way through it, as it is literally a saw- or sword-grass, and will cut very badly if handled carelessly. The general picture that one sees on leaving the river or dredged canal by which one has come to the Everglades, is of an extent of grassy country studded here and there with islands covered with most lush growth, and if near enough to a lake or deeper part of the basin, of glimpses of its sheen stretching away through the green.

The Everglades are as yet not thoroughly explored, though enough of their extent has been traversed to be able to determine with almost surety what their general character is. After the retreat of the Seminoles to their depths several government expeditions were ordered, but they did little more than penetrate the edges of this vast extent of unknown country. These

were the expeditions of Lieutenant Commandant Marchand, in 1842, that of Lieutenant Commandant Rogers, in the same year, and that of Lieutenant F. Martin, in 1847. Major A. P. Williams, in 1883, led what is called the New Orleans "Times-Democrat" expedition from the Shark river to Lake Okeechobee, along the western edge of the Glades. The first expedition that actually crossed the Everglades was that of Mr. James E. Ingraham, to whose initiative much of Florida's development is due — this was in March of 1892. Starting at Fort Myers, it followed the government trail to Fort Drum, past the ruins of Sam Jones' Old Town to Fort Shackleford. From there it traversed a wilderness untrodden by white man, through the heart of the Everglades to the present site of Miami. A later expedition, of Lieutenant Hugh F. Willoughby, in 1898, added to the limited knowledge possessed of the region.

The problem of draining and reclaiming the Everglades has always been a tempting one. There are legends that the Spaniards, centuries ago, undertook the work. (Evidences of the existence of old canals connecting Lake Okeechobee and the Caloosahatchie river are still to be seen.) And later, all through the eighteenth and nineteenth centuries, one discovers constant references to this plan.

The United States Government originally held all the region as public lands, but because of the sparse population it transferred to the State of Florida a certain amount of land, part of which was to be used to help to promote railroad communications, and part to pay for drain-

ing and developing into arable land, swamp and overflowed land. A private company in 1881 began negotiations for this purpose. They acquired 4,000,000 acres of Everglades land, and began a canal from Lake Okeechobee to Lake Hicpochee, and then to the Caloosahatchie river, dredging to Lake Flirt and onward. In 1892 floods from summer rainfalls closed this canal and nothing more was done. Indeed this work is all lost as it was not well-planned. The canals undertaken in the Kissimmee district have been in a measure successful. Those about Lake Hart were never finished.

In 1905-1906 work by the State itself was begun, under the Drainage Board. Governor Broward, a most romantic and forceful figure in Florida's history, had made a campaign for the Governorship, standing on "dry land in the Everglades" for his platform. On his election, and the formation of the Drainage Board, the work began, and the State Drainage Engineer has projected six canals — the northermost at Jensen, the southermost at Miami. At present there is a great activity in this work. Contracts have been sublet, and dredges are at work both in the Miami and New rivers. The engineering features of this work are very interesting to the tourist. Launches make the trip to the dredges and return in a few hours from both Miami and Fort Lauderdale. The cutting through of the ragged coral rim of the basin is not alone all; there are other elevations in the bottom of the depressions that must be outcrop of sublying rock, probably lesser basin rims. Coral formation is atoll always, and reef after reef has prob-

ably been added in making this newest top land in America. There must be sublying basic rock, perhaps a last low-lying spur from the Appalachian Chain, perhaps an isolated dead volcano, but the world-building corals have worked out of the depths unto their ends, the top of the water marking their field's bounds. The land has appeared and man is trying to hasten its readiness for him.

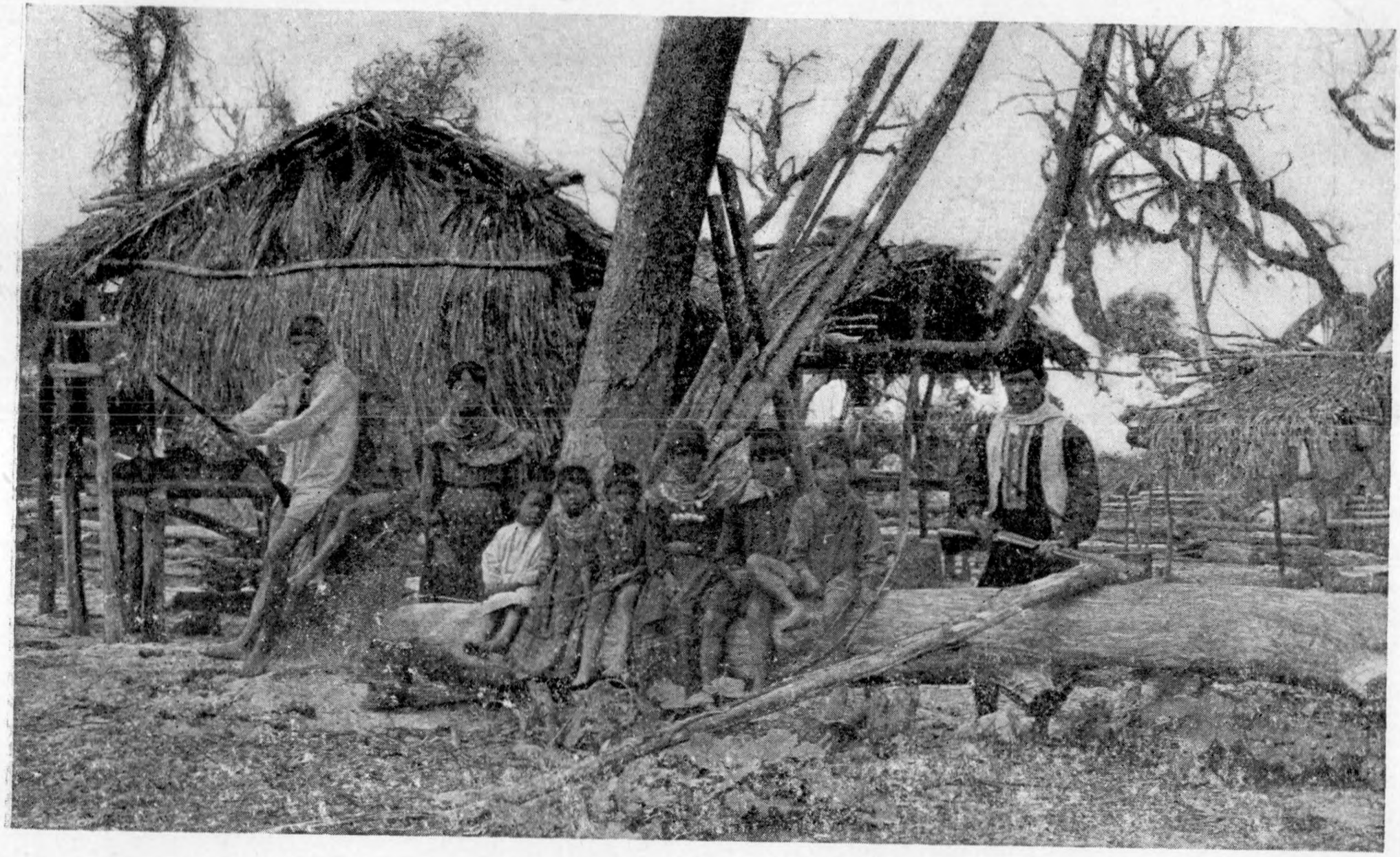
The outcome of the draining is not by any means an easy thing to predict. So far it promises well. It is estimated that 8,000,000 arable acres will be added to Florida's lands, and it is confidently expected that this will be the richest tract in the State. There is much discussion and prophecy about the possible effect of the draining of the Glades upon the climate of South Florida. By many it is feared that the removal of this great body of water will destroy the equability and mildness of the climate. But by as many more it is alleged that there is no reason for apprehension.

The space affected by drainage operations is 130 miles long and 70 miles wide. It lies on an average of 7 miles from the Atlantic and 50 miles from the Gulf Coast. At present, for the sportsman with gun and camera, it is a most attractive hunting ground. He must have a guide and camping outfit, but he will have experiences such as cannot be enjoyed anywhere else in the United States.

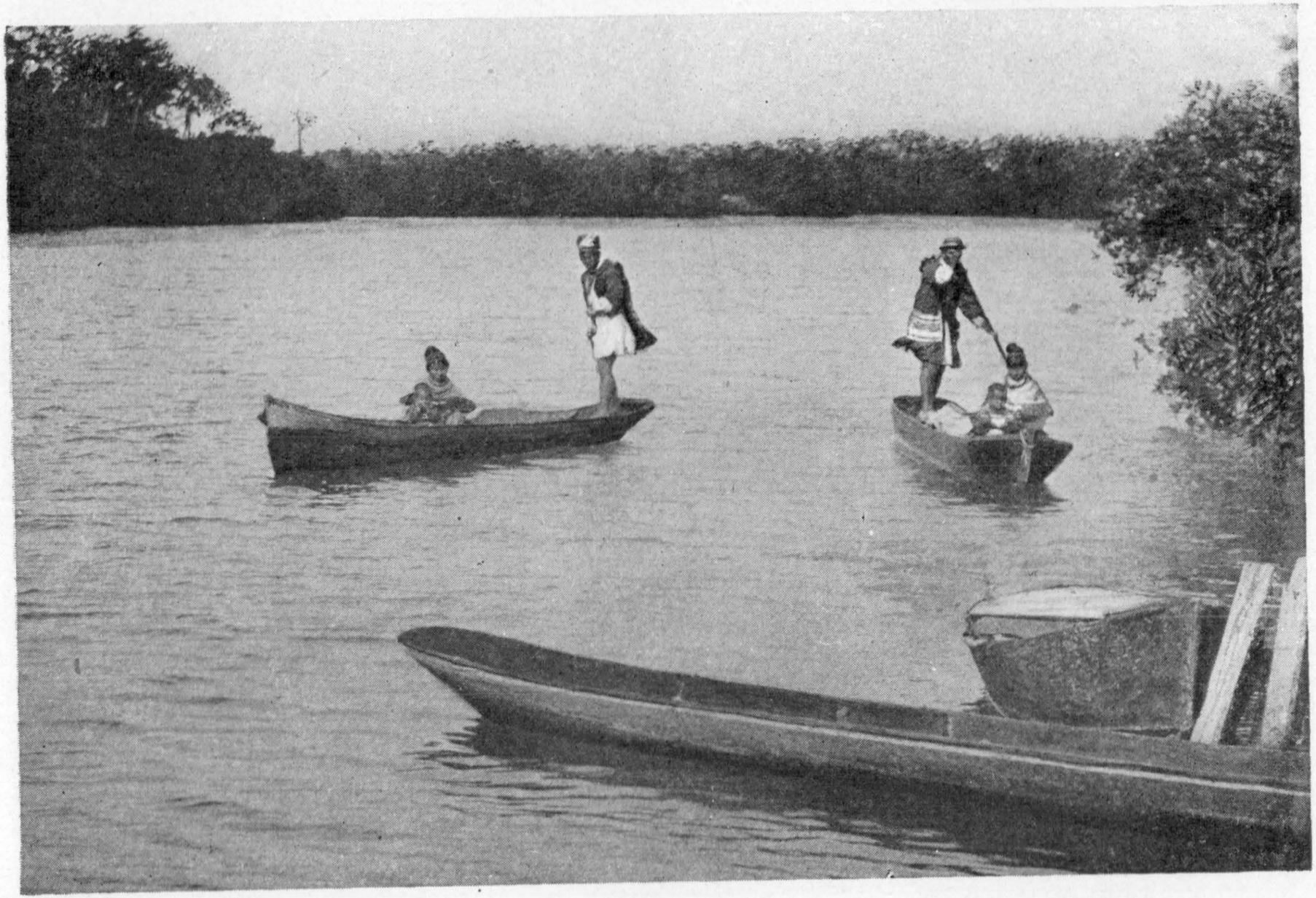
The waterways are easy of access for canoes; halts can be made on the islands, and on some of them the Indians' camping places are established, and the Indians themselves in these days no

longer hide from the visitor. The live-oaks draped in moss, the glossy leaves of the wild orange and lemon, the wild rubber trees and bays, the trailing vines and beautiful orchids, make each island a picture of beauty. To know that there are alligators and crocodiles in the sawgrass canals, otters with homes on their banks, deer, panther, and wildcats, all to be hunted, and what is more to the purpose, found, makes the sportsman's days interesting ones and his evening camp-fire classic! The birds he no longer shoots; the egret, limpkin, heron, curlew, and crane are not killed just when the young are most dependent on them — but their rookeries can be visited and their habits observed.

On the edge of the Everglades, to the west, is the Big Cypress Swamp, and to go into that from the Gulf side gives a new sensation to the Northern visitor. To go to Lake Okeechobee from Kissimmee is a very interesting excursion. Steamboats and motorboats make the journey, with but little trouble to the traveler, but the real Everglades lie east and south of the great lake.



Seminole Indian Village



Seminole Canoes

THE ST. JOHN'S RIVER

Jacksonville to Enterprise (187 m., 19 hrs.)

The steamboats which make the St. John's River trip are operated by the Clyde Line. During the season, there is a tri-weekly service from Jacksonville to Enterprise. 19 hrs. up, and 17½ hrs. down the river, fare one way $3.75, including meals and berths. The boat leaves Jacksonville at 3.30 p. m., on this trip up the river; and, returning leaves Enterprise at 10.30 a. m. By this arrangement of time the tourist sees all the interesting parts of the river by daylight.

The Independent Line steamers from Jacksonville to **Green Cove Springs** (30 m.) leave daily except Sundays at 2.30 p. m. arriving at Green Cove Springs at 6.30 p. m., and returning leave at 6.30 a. m. arriving at Jacksonville at 10.30 — fare one way 75c.

The Beach & Miller Line steamers from Jacksonville to **Crescent City** (80 m.) 10½ hrs., fare one way $1.50, daily except Sundays, leave Jacksonville at 8.30 a. m. And returning, leave Crescent City at 6.30 a. m.

The Jacksonville and Mayport steamers from Jacksonville to **Mayport** (23 m.), 3 hrs., leave daily, except Sundays, at 2 p. m., and returning, leave Mayport at 6.00 a. m. This last service is down the river to its mouth.

The Ocklawaha trip can be made in connection with that of the St. John's river, by breaking the journey at **Palatka,** and resuming it after, returning from Silver Springs.

The St. John's is Florida's greatest river. It was for centuries the chief, if not the only avenue of approach to the interior of the country. Along it were made some of the earliest attempts at colonization, and its shores still recall old legends and romantic history. It was called by the Indians Ylacco or Walaka "River of Many Lakes"; by the French, "Riviere de Mai," as Ribaut entered it on the first of the month of May. By the Spaniards it was called both Rio San Matheo and Rio Picolato, before it received its final name of Rio San Juan or St. John's river.

The tourist in search of tropical scenery, historic points of interest and present day progress will find much to interest him on the St. John's river. When the boat leaves Jacksonville it begins its journey in a stretch of river, almost three miles wide. To the right is **Riverside,** a beautiful suburb of Jacksonville, ending in the parked section of **Ortega.** Opposite on the pine-covered shores are residences and gardens too far away to be seen. The water is clear but amber-colored from cypress and other pigment-bearing roots. The tide reaches above Jacksonville, so the current is affected by it.

If the mouths of the creeks could be seen, they would be found filled with water hyacinths. This island-making aquatic plant is a most interesting weed to the tourist, and a thing of beauty to his eyes. But to the navigator and settler it has presented a most serious problem, as grave a one as the engineers on the Nile have found in dealing with a plant there, with similar habits. It succeeds in almost blocking navigation and for industry and persistence it points a moral.

As to what it accomplishes, that is something quite of another order. The hyacinth is not confined to the creeks and lagoons near Jacksonville. It will be met on all the reaches of the river. It was not an indigenous plant, and has been as mischievous an immigrant as the English sparrow. There are many of the smaller streams higher up the river where water cress grows which was also introduced. The proper story to tell is that a voyager tossed a bit of cress out of a car window while lunching just as the car crossed a creek and the beneficent plant has multiplied from that casual origin.

The steamer keeps on its course until it swings in to the left bank at **Black Point** (10 m.), where a landing is made. Opposite is a wealth of pines growing to the water's edge, **Piney Point.** Passing this, **Orange Park** (14 m.) is reached on the right bank. In the days before the great freeze (1895), about here was a succession of beautiful orange groves. The steamer crosses the river here, a mile of breadth, and reaches **Mandarin** (15 m.). The cottage of Mrs. Harriet Beecher Stowe was here in the old days, a quaint little rambling house with the main veranda built about a great oak tree. The banks of the river of white and crumbling sand, topped by stately pines, are high, and the outlook from the steamer is very beautiful. From here the boat proceeds up the center of the stream until **Hibernia** (22 m.) is reached, on an island, on the right, an old settlement of much beauty. Just beyond Black Creek empties into the river; an interesting stream, navigable for eight miles, and rising from three sources. Directly across from here on the

left bank is **Remington Park** (25 m.) a landing and traffic point for neighboring farmers.

Magnolia Springs (28 m.) is on the right bank, and has for many years been a favorite resort for tourists. The resinous air from the many pine trees makes it especially beneficial for pulmonary invalids, and the waters of the springs are healing to many visitors. The forest growth here is luxurious, the trees being large and vigorous, and the hammocks containing many varieties. There is a path, "Lovers' Lane," well shaded and of great beauty leading two miles to Green Cove Springs, a much used walk. The A. C. L. R. R. has a station here. (Hotels, see list.)

Green Cove Springs (30 m.) the next landing has a sulphur and chalybeate spring of surpassing beauty. The waters bubble or rather rush up from a depth of forty feet discharging thousands of gallons daily. Temp. 78°. It has been famous as a curative Spa since the time Florida was ceded to the United States by the Spaniards. Bath houses and hotels have existed here continuously, and it has recorded as its guests people of distinction from every part of the world. The springs of Florida, while of the same general character, are distinct in kind. Each one has some peculiar charm of its own. A monograph should be written on them, setting out the water's properties, and those greatest of all features should be emphasized, their peculiarly appropriate locations and the fostering climatic conditions that are so helpful in promoting the invalid's recovery. There has always been a swimming pool here, and the taking of the waters has been sup-

plemented by the taking to them. There are fine roads in the neighborhood for motoring, driving and riding, the last, a favorite pastime in the long stretches of beautiful pine woods. Shooting and good fresh water fishing are in easy reach. Tennis courts, and croquet grounds are provided and the new golf links is easy of access and very satisfactory. The Quisisana Casino is a very attractive building, of an architecture eminently suited to the climate, a modified Moorish or Moro-Spanish type. It is fitted with every modern improvement and the swimming baths and pool is most attractive. The A. C. L. R. R. has a station here. (Hotels, see list.)

The river now turns to the east, and passes Old Field Point, where a plantation existed formerly. **Hogarths** (38 m.) is on the left bank of the river. **Picolata** (41 m.) with its narrows, the next landing on the left, is a place of historic interest. It was the seat of a Spanish settlement, and fort. Picolata, once called Picolati, was the home in the first half of the nineteenth century of Col. John Lee Williams, who wrote what was at that time one of the most important works upon the peninsula. He was held in such respect by the Indians that during the Seminole War, when all the planters had fled or been butchered, when neither age or sex was a protection, when Picolati was burned and St. Augustine threatened, he continued to live unharmed in his old house, though a companion was shot dead on the threshold. He died in 1859 at the age of eighty. In the Seminole wars, the United States occupied Picolata; in the Civil War it was a point of importance.

A little further on is **Tocoi** (49 m.) a well-known place to the Florida tourist of twenty-five years ago. The little, single-tracked, badly-built, and casually-run, railroad to St. Augustine started here. The distance was but twenty miles, and the way novel and interesting. The train was at the disposition of the passengers, and it rarely arrived at its destination without spoils gathered on the way, in the shape of palmetto leaves, ferns and clusters of flowers — all gleaned while the train waited. Opposite on the right bank is **West Tocoi,** a station on the A. C. L., through which go to-day thousands of passengers on express trains with definite schedules, the railroad journeys of more primitive days forgotten.

Clay's Landing (57 m.) is on the right bank. In the old days long piles of cord wood stood ready at the water's edge to be transferred to the fuel bins of the boat. **Federal Point** (61 m.), (**Hastings** on the F. E. C., its station), at the mouth of a tributary stream is passed (Hotels, see list), and **Orange Mills** (64 m.) on the left bank (with a station to the east on the F. E. C. Railway), is surrounded by thriving orange groves. The river turns toward the west, and Federal Point jutting out on the left into the wide stream is passed. A turn to the south is made and **Palatka** (75 m., pop. 3,779) on the right bank is reached.

Palatka is a very old settlement, though till the end of the eighteenth century it is spoken of in the records as merely "the lower trading house." It increased in importance early in the nineteenth century. It was until 1869 the head

of ocean navigation, the steamers from Charleston and Savannah coming past Jacksonville to their destination here. It is still a city of commercial importance more than commensurate to its size. It is a center both for railroad and steamboat lines. The prosperous district surrounding it contributes largely to its shipping interests. Its location is ideal, its winter climate healthful and bracing. The elevation is 70 ft. to 90 ft., and it is near enough to the Atlantic to get the benefit of the trade winds which sweep in from the southeast, passing through the pine forests that lay between here and the coast. The first large orange groves of the pioneer times that were accessible to tourists were here. These trees were from forty to fifty years old at the time of the disastrous freeze of 1895; since then they have been replanted and fostered until the new groves are again coming into renown. Col. H. L. Hart was the man whose enterprise did much in the early days to make Palatka a resort for the health and pleasure seeker. His orange groves were famous. He also established the Hart Line of steamboats, which make the Ocklawaha trip. Palatka has all the conveniences of a modern city. Good sanitation, well paved streets, electric lights and wholesome water. The roads through the country are good. A new bridge across the St. John's to East Palatka makes connections with the hard road to Hastings (13 m.), F. E. C. R. R. and it tributary roads. (Hotels, see list.)

[From here the steamboats of the Hart Line make the Ocklawaha trip (p. 232). Steamboats also run to **Lake George, Drayton Island.** Get

local time tables. The Beach & Miller Line to **Crescent City** also stops here. The F. E. C. Railway has a station at **East Palatka** from which trains are run at frequent intervals daily to Palatka (20 minutes), connection being made for all points reached by the F. E. C. Railway. It is a station for the main line south of the A. C. L. from Jacksonville to Tampa by way of Sanford with all the connections there (p. 253). A branch line of the A. C. L. also runs to **Rochelle,** connecting with the line from Jacksonville to St. Petersburg (see p. 303). The Georgia Southern & Florida from Macon, Ga., also terminates here.]

Above Palatka the St. John's narrows and its beauty is hard to describe. The season at which the usual tourist sees it is the spring when every growing plant and tree is in its most attractive state. The tall pines have tips of spring green buds at the ends of their clusters of dark needles; the magnolias, and bays and oaks are in the perfection of their foliage. The mosses draping the trees in long gray tresses are sending out shoots of tenderest green, and are full of tiny jade white and ivory tinted orchid blooms. The cypress with its feathery foliage is like a fairy tree. All the many deciduous trees are arrayed in new garb, varying from pink and lavender, bronze, gold and blue green, to white and silvery leaves. Vines are at their best, lushly trailing, full of bud and bloom, as are the magnolias. At the foot of the trees are azaleas — and lily-like growths are seen in the marshy places. Calamus and "bonnets" and iris and hyacinths star the ponds. There is a wealth of life, the

beat of the heart of spring is strong in this sub-tropic land. Insect and bird life are awake. The flash of the sunlight on the heron's wing, the glow of the cardinal bird in flight, the blue of the jay and the black sheen of the crow add color and light to the whole picture. The traveler as the steamer goes on its way yields to the charm of the place and the hour. The Hart orange groves are passed.

The river now winds east to **Rolleston** on the left bank. This was the site of one of the most famous of early colonies. It was named for the English gentleman named Rolles, who, in 1795, brought over a colony of one hundred families. To the ordinary ideas of colonization he added a philanthropic one, that of founding here in this remote Floridian wilderness a refuge for repentant women of the London streets. The new town was soon abandoned, however, though the old name and some trace of its early occupation still remain.

The next turn is to the south to **San Mateo** [reached also by trains, two each way daily from East Palatka, F. E. C. Railway via San Mateo Junction]. It then turns west. **Miller's Wharf, Tifflin's Wharf** and **Edgewater Grove** are all on the left bank.

[**Deep Creek** on the left, flows into the St. John's, and the way up it into Crescent Lake is taken by the steamboats of the Beach & Miller Line (p. 219) from Jacksonville to **Crescent City** (80 m.) on the west bank of the lake, also reached by a short line from Crescent City Junction over the A. C. L. (p. 255.)]

At **Buffalo Bluff** the railroad bridge crosses

the river, which here turns toward the south, and then to the east, passing **Horse Landing** on the right bank and **Saratoga** on the left. It then flows south between banks covered with growths of increasing beauty, passing **Welaka** (100 m.) which, in its name, meaning "Chain of Lakes," preserves the original one of the St. John's river, The country to the east in this neighborhood warrants its local use. Almost directly across is the mouth of the Ocklawaha. In olden times this part of the river was the favorite resort of the Seminoles, and later the site of a Spanish settlement. Relics of both of these former residents have been found here.

The winding river is followed to the east, past a point where it widens, only to narrow again, at **Fort Gates** (106 m.). It again expands, on the right is an island, on the left **Georgetown.** Between **Parker's Landing** on the right and **Orange Point** on the left the steamboat enters Lake George. Parker's Landing is on **Drayton Island** which is well worthy of a visit because of its tropic beauty, citrus groves and interesting aboriginal remains. [Daily trips are made from Palatka here by a small steamer.] **Lake George** is twelve miles long by seven miles wide, and is a beautiful sheet of water. Its wooded shores and sparkling depths make the journey across it only too short. Between **Volusia Bar** (135 m.), the site of an early Spanish mission on the right and **Zindar Landing** on the left, the river again suddenly narrows, and the scenery is like the former reaches.

Astor (139 m.) is on the right bank. [A branch of the A. C. L. Railway to **Fort Mason**

A Celery Farm

Conner's Landing. The Ocklawaha

(p. 259) begins here. **Manhattan Landing** is also on the right. Beyond **Bluffton** on the left, is **Lake Dexter.** [At the eastern extremity of this lake are De Leon Springs and Glenwood, both stations on the A. C. L. (p. 255).]

Several small landings, **Idlewild, St. Francis, Crow's Bluff** and **Hawkinsville,** are all on the right bank. On the left, are the outlets of lakes; chief among these **Lake Beresford,** where there are many little settlements, with thriving orange groves. **Blue Springs** (168 m.) is one of the most beautiful of the many wonderful springs in Florida. The clear water is deep blue, and the aquatic plants, fishes and other animal life seen in its depths are all different shades of this hue. The basin is 70 feet in diameter and 40 feet deep. The water rises with such force that it is ten inches higher in the center than anywhere else, and it is impossible to row a boat across it. The volume is sufficient to feed a stream five feet wide and ten feet deep, with a current of five miles an hour. It is wholesome chalybeate water with sulphuretted hydrogen in mechanical solution. (Hotels, see list.) [The F. E. C. Railway branch to Orange City Junction also reaches Blue Springs (p. 150).]

The river is more picturesque here than at any part of its course. It continues so for several miles. It is crossed by a railroad bridge [A. C. L.] just before it widens suddenly into **Lake Monroe** which is seven miles long by four miles wide. The first landing is **Sanford** (193 m.), "The Celery City," a thriving little town, beautifully situated, with modern improvements, and good sanitation. The development of celery

growing in its environs has been very rapid and its commercial importance has been greatly increased by this industry. It has excellent railroad facilities in all directions and is practically the head of navigation on the St. John's river. The fishing in the lake is good and visitors find much to interest them in the pine woods and hammocks and on the lakes near by. Sanford is situated upon what is commonly called the Sanford grant. This was originally the Levy grant from Spain. This was transferred to General Funjan and later to General Sanford, formerly United States Minister to Belgium, who had previously acquired at St. Augustine an orange grove which John Hay secured when he was Lincoln's secretary. It is a curious comment on Florida's difference from other parts of the South that as late as 1870 there were riots upon General Sanford's plantations induced by the proprietor's employing negro labor! (Hotels, see list.) (For railroad connections to all points in the State, see local time table.)

The lake is crossed to **Enterprise,** and the voyage is ended.

Beyond this point the river is even more interesting. There are narrow reaches with the vegetation forming green walls on each side. A series of lakes can be traversed. **Lake Jesup,** about six miles above Lake Monroe, is an attractive sheet of water [with the southwest end skirted by the A. C. L. (p. 259)]. About ten miles further is **Lake Harney,** where the sport is good, both with gun and rod, and with a camera most satisfying pictures could be collected. Guides and outfits can be obtained at Sanford. Beyond

Lake Harney the river narrows and there is a dense mass of luxurious jungle growths topped by tall trees on both banks. Fallen logs bar the way. Curtains of swinging vines end the vistas, or swept aside, palmettoes, ferns,— man-high,— orchids, magnolias and bays and wild citrus trees, cypress and oaks are seen, all woven into one beautiful natural tapestry. It is hard to turn back, but the river is lost and barred to a boat long before its ultimate source in Great Saw-grass Lake, west of **Malabar** (p. 156), is reached.

THE OCKLAWAHA RIVER

Palatka to Silver Spring (135 m., 20 hrs.)

The Hart Line steamers start from Palatka on Mondays, Wednesdays and Fridays at noon and return Tuesdays, Thursdays and Saturdays. The time going up the river to Silver Spring is 20 hours; down 15 hours; fare $7.00, meals and berths included.

The visitor is advised to take the journey in both directions so as to have a daylight view of the whole river. There is a wait of an hour and a half at Silver Spring. The steamers are constructed for ease in passing through narrow places, and for making very short turns. The steering gear is interesting. In addition to the searchlight, at night a brazier forward on the upper deck is filled with pine roots and lighted and the reflections of the leaping flames on the foliage and the water is indescribably weird and picturesque.

The boats are comfortable and never overcrowded, only enough tickets being sold for each trip to fill the staterooms. It is best to secure accommodations in advance. The river was opened for navigation in 1860 by Col. H. L. Hart, and since then this interesting and unique water journey has been one of the most attractive that can be taken in Florida. The flora is luxurious and the forbidding of shooting from the steamers has made the birds and animals of the region fearless. The river passes for much of the way through dense cypress swamps.

From **Palatka** the way is through the St. John's river until opposite **Welaka** (25 m.) it turns to the right and enters the Ocklawaha river. The steamer twists and turns, as it makes its way through the tall cypress trees. **Bear's Island** (30 m.) is passed and the small landing of Davenport (32 m.). At **Blue Springs** (48 m.) to the right the waters from a crystalline spring join the river. The color of the spring itself is almost an aquamarine.

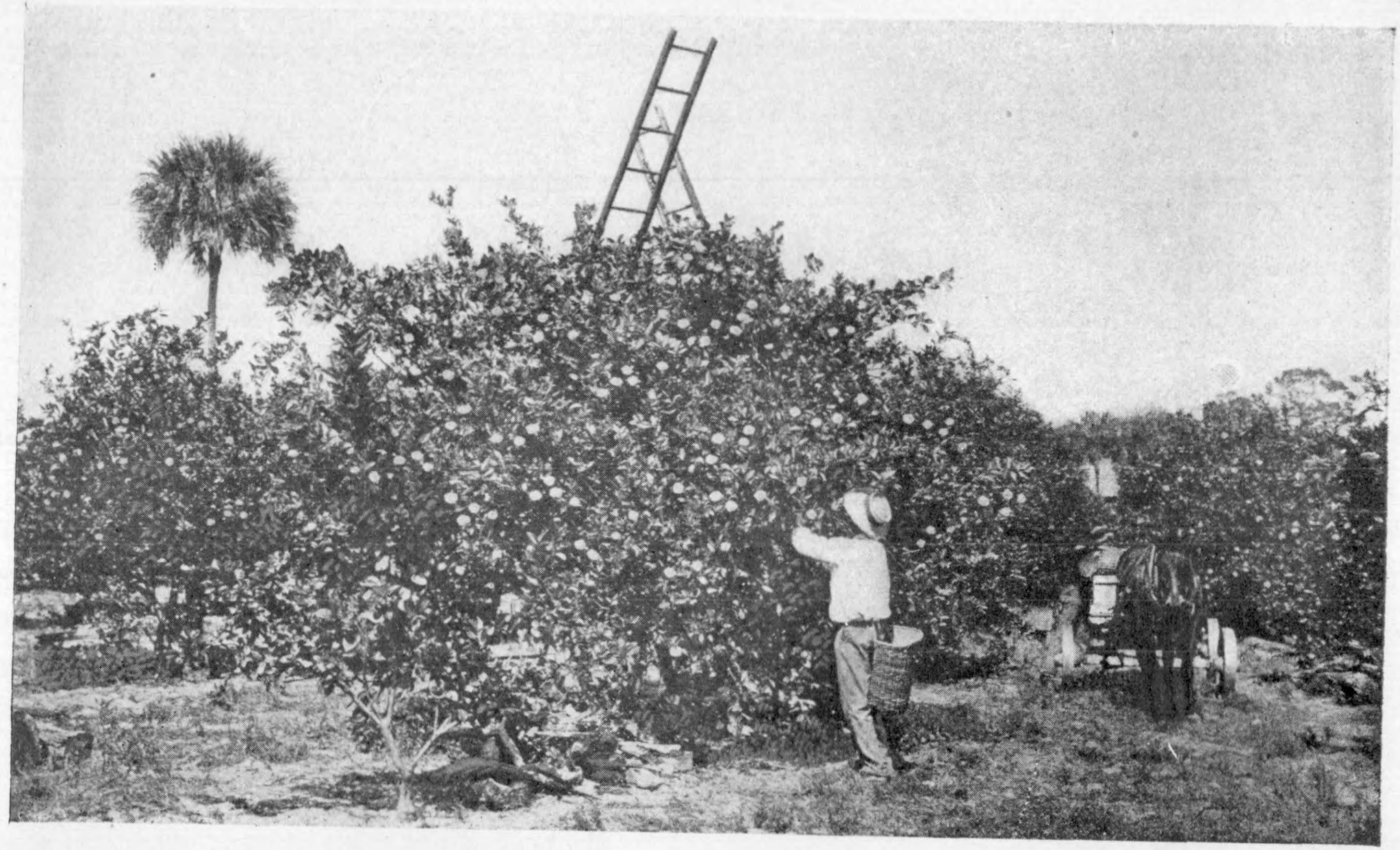
Fort Brooke (58 m.) to the right recalls memories of early days when the Indians were at home in these fastnesses. There are sand mounds on the river from which ornaments of copper and stone implements have been taken, showing that the aborigines knew the secrets of the "dark crooked river," the translation of Ocklawaha. Beyond Fort Brooke Orange Creek (59 m.) to the right flowing from Orange Lake joins the river, and there is a turn to the south by the steamer.

Up to this time the general direction has been to the west. Soon the steamer comes to a very narrow part of the river, The Needle's Eye (62 m.). It looks impassable and the beautiful barring walls of tropical growths make the thought of delay not unpleasant. By turning and reversing engines and a little judicious poling the steamer goes on its way, the foliage almost arching overhead, the sunlight filtering through, the shadows quivering from oak and magnolia, cypress-pine and palmetto, water-maples, pink almonds and bay, with leaves glossy green on one side and tender sea-green on the other; the gum

trees, the dogwood covered with star-like flowers, the blooming horse-chestnuts, the orchids, the jasmine perfuming the air, the sweet-scented woodbine, the rhododendrons and water lilies, and a wealth of other flowers and vines bringing notes of color. The brown of the palmetto trunks, the umbers and siennas of the other trees, the long furrowed lines of the tall cypress trunks, gray and almost black, rising to their crowns of most beautiful feathery foliage, from their clustering knees in the mirror-like water, the unfamiliar shrubbery and undergrowth, the fans of the palms, and the trailing gray mosses, all make an indescribable picture.

Indian Bluff (64 m.), to the right, recalls the original explorers of these forests. **Twin Palmettoes** (65 m.), to the right, is marked by a double palmetto tree, a *lusus naturae* only. **Paine's Landing** (71 m.) is only a settler's gateway; **Iola** is another. **Rough-and-Ready Cut** (76 m.) is interesting, the river having been cleared here, and soon after **Forty-foot Bluff** (78 m.), to the right, is passed. The name is a bit misleading. At **Eureka** (87 m.), to the right, there are orange groves and a little more real land on the banks of the river.

Cypress Gate (88 m.) is one of the most beautiful scenes on the river. The steamer passes between two tall cypress trees, there being just room enough for her to make her way. The swamp on either side is most beautiful here, and at **Twin Cypress** (95 m.) there is another double tree. A few miles beyond this, in a widening of the swamp, is an island — **Hell's Half Acre** (101



Gathering Oranges

Ocklawaha Steamer

m.). Then come the Straits of Dardanelles, where the river narrows, again passing through the enclosing tropical flora.

Gore's Landing (103 m.) is passed, and **Osceola's Old Field** (104 m.), to the right, brings memories of the great chief whose life was ended in captivity at Fort Moultrie. He probably had a cane and corn field here in his happier days before war and wrongs had disturbed life in his chosen hunting grounds. **Palmetto Grove** (108 m.) to the left, is named for the many palmettoes there.

More open spaces are now seen along the river, and after two long turns **Connor** (118 m.) is reached. Randall's orange grove is here, and the passengers go ashore for oranges, lemons, figs and other fruits, and roses and other flowers in abundance. **Grahamville** (121 m.), to the left, is also a landing for an orange grove.

Dilk's Bluff (123 m.), is the last landing on the Ocklawaha river before the boat turns to the west into Silver Spring Run for the last and most interesting stage of the water journey. The color of the water is a beautiful, clear, bluish-crystal, and through it the bottom of the river can be seen plainly. The voyagers forget the tropical scenery about them and lean over the rail watching the waterscapes. The dense woods are left behind and only the trees along the waterway are seen as the boat nears Silver Spring. **Jacob's Wells** are passed, and the little steamer floats out into the Spring. So clear is the water that the boat seems suspended in the air. The objects seen below are all surrounded by iridescence, the refraction of the light by the water splitting up

each sunbeam into a rainbow of colors which borders everything beneath the surface. It is one of the many fabled fountains of youth of Ponce de Leon.

The springs cover an area of three acres. There are five basins with names each derived from the shape, the color and the fauna. The largest is 85 feet deep, and the water is transparent to the very bottom. Fish, turtles, weeds and water mosses can be seen as plainly as if in the air. There are glass-bottomed boats for visitors and the guides will row to the most interesting spots. A subterranean river finds its outlet here and several million gallons of water flow daily. For untold ages the spring has been a drinking place for animals. Before the time of present day men there were mastodon and prehistoric hippopotami in the neighborhood. At the Bone Yard, near Silver Spring, have been discovered the remains of immense whales and other marine monsters.

On the return journey the daylight and night reaches are reversed and the traveler finds a double interest in the voyage.

From **Silver Springs** there is a railroad connection with **Ocala** (6 m.) from where all parts of the State can easily be reached.

JACKSONVILLE TO TALLAHASSEE AND PENSACOLA

(Via Seaboard Air Line — 369 m., 14 hrs.)

Tallahassee to St. Mark's; Tallahassee to Carrabelle, Fla., and Cuthbert, Ga.; River Junction to Apalachicola; Cottondale to Panama City; DeFuniak Springs to Florala.

Leaving **Jacksonville** from the Union Station, the train soon traverses a most uninteresting section. There are unattractive shanties of small settlers and long stretches of pine woods with scrub palmetto growing sparsely over the ground; here and there a cypress swamp, and an occasional road, stretching away through the pine trees, catches the eye. After passing **McClenny** (28 m.) the St. Mary river is crossed. **Sanderson** (37 m. Hotel, see list). North of **Olustee** (47 m.) is Ocean Pond. Here there was an engagement during the Civil War.

Lake City (59 m., pop., 5,032) is a thriving town in the midst of a more fertile country. Here the State Agricultural College is situated, and also an experiment station of the Department of Agriculture is established here. The town is well shaded, attractive for residence and has the good climate of northern Florida.

An A. C. L. branch line to the south connects with Lake City Junction (p. 254), where the Georgia Southern & Florida main line to Palatka has a station. **White Springs** (13 m.) to the northwest, on this line, is a health-resort frequented in the spring by tourists returning

North. The springs are one of the feeders of the Suwanee river.

Ogden (65 m.) **Welborn** (70 m.) .Hotels, see list. (A branch line from here extends to White Springs.)

Houston (76 m.). **Live Oak** (81 m.) (A station on the A. C. L. and the L. O. & G. R. R., a junction point of importance.) An old settlement with nothing of special interest to the tourist. An excursion may be made via A. C. L. to **Suwanee Springs** 8 miles to the north, the first place of any importance on the Suwanee river after it leaves its source in the Okefenokee Swamp in Georgia, and winds down through Florida toward the Gulf of Mexico. (Hotels, see list.)

The river is crossed at **Ellaville** (95 m.), **Lee** (102 m.), **West Farm** (104 m.), **Madison** (110 m.) is where the Florida Normal Institute is located. (Hotels, see list.)

From Madison the Geo. & Fla. R. R. runs northward through **Hanson** (8 m.) and **Pinetta** (11 m.) to **Valdosta,** Ga. (29 m.).

Greenville (123 m. Hotels, see list). From here the Greenville Southern R. R. runs to **Fowler** (2 m.) and **Myrick** (5 m.).

The Ancilla river is crossed. **Ancilla** (130 m.), **Drifton** (138 m.) A. S. A. L. branch line runs to **Monticello** (4 m.) situated on Lake Miccosukee, a favorite winter resort. The roads in the neighborhood are very good. (Hotels, see list.) **Lloyds** (147 m.) (Hotels, see list). **Capetota** (148 m.) **Chaires** (153 m.)

Tallahassee (165 m., pop. 5,018) 275 ft. above sea level, the capital of Florida, was founded at the time it was chosen as the territorial capital, by the commissioners appointed in 1821, after the cession by Spain to the United States. It is charmingly situated on a hill. From its broad and shaded streets views are obtained over distant hills or over flat-woods towards the Gulf Coast.

Tallahassee in the Indians' tongue meant "old field," and they had evidently long occupied the site of the present city. The Spaniards appear to have once fortified a camp on a hill west of the town, probably in 1638. The old plantation mansion built here is called Fort San Luis. A piece of old Spanish armor found there may be see in the Public Library.

The Indians were expelled during the First Seminole War (1818), and thereafter the country developed peacefully. It is the only part of Florida in which a settled, aristocratic, cultivated society, resembling that of other plantation districts of the old South, existed in ante-bellum days. The old mansions, often admirable examples of "colonial" architecture, which line its streets, date from this pleasant period.

The State House is at the brow of the hill at the end of Main Street. It is an old structure of brick and stucco, with a stately portico, standing in a fine grove. Some relics of the Civil War are to be seen within it.

Spring comes in January in Tallahassee and the gardens teem with roses a little later. There are many planters still in the neighborhood; the Winthrops, Crooms, Gambles and Lewis families have plantations. The roads are excellent in the

vicinity, and the points of interest to visitors make pleasant destinations. There are many beautiful lakes within ten miles: Lakes Jackson, Iomonia, Bradford, and Lake Lafayette; the last is situated on the estate that was granted to La Fayette by the U. S. in recognition of his friendly services. There is the usual good fresh water fishing in all these lakes.

Belleair, six miles south of Tallahassee on the St. Mark's, was formerly the summer resort of the Tallahassee aristocracy. Little or nothing is left now of the houses which once knew delightful hospitality and gayety.

An interesting and picturesque chapter in Tallahassee history is the long residence there of Prince Napoleon Achille Murat, son of the famous Marshal and King of Naples and of the sister of Napoleon. He came to America at the time of the Napoleonic exile, and, so tradition has it, having traveled widely through the United States, decided that the hill country of North Florida was the most beautiful he had seen. He settled in Tallahassee, which since it had been chosen as the territorial capital had already become the center of a pleasantly cultivated and aristocratic society.

In 1826 a Mr. Willis from near Fredericksburg, Virginia, removed to Tallahassee. With him came his daughter Catherine. Her mother had been Mary Lewis, a niece of Washington. At the age of fifteen Catherine had been married to a Scotch neighbor named Gray. She was left a widow within a year in 1819. She was twenty-three when, with her father, she settled in a house in Monroe Street in the Florida capital. Prince

Achille's courtship of her was immediate and short. They were married July 30th, 1826, and moved to Murat's plantation near the town. This was called Lipona, from his mother's title of Countess Lipona.

At one period the Prince and Princess went to Europe, possibly meaning to live there. The Prince entered the Belgian military service, but was dismissed, so it was said, for fear that his popularity with the ex-Napoleonic soldiers would make him the center of a conspiracy. Reluctantly he said good-by to his command, and as a surprising proof of his versatility spoke his farewells in seven languages.

For a time the Murats were in London, where they knew Louis Napoleon, then in exile there. They were also friends of Washington Irving and John Randolph of Roanoke.

They came back, however, to Florida, and for a time lived at St. Augustine. It is probable that Louis Napoleon when he was in New York was on his way to visit them, when news of his mother's illness called him suddenly back to Europe.

Prince Achille, who was always brilliant and erratic, now determined to study law. He went to New Orleans, formed a partnership with a M. Garnier and lived for a time near Baton Rouge; but ultimately he came back to Tallahassee, where he died in '47.

When Louis Napoleon became Emperor of the French he did not forget "Cousin Catherine" in Florida. He made her an allowance, and he invited her to Paris where she saw court life pleasantly and intimately. She preferred, however,

to come back to Tallahassee, where after her husband's death she had bought the unpretentious house and plantation of Bellevue near the town. Here she lived till her death in '66, when she was buried by her husband's side in the Episcopal churchyard of the town. Among the many romantic stories of royal refugees in the great Republic of the West this seems not the least interesting, an odd coupling of the great cities of the old world with pretty, remote little Tallahassee sitting on its pleasant Floridian hill.

Wakulla Springs is one of the most beautiful in Florida, and should not be missed. It is reached by a drive of fifteen miles from Tallahassee, is over 100 feet deep, of crystalline transparency and surrounded by a beautiful forest growth of oaks and magnolias and bays with twining trumpet and fragrant jasmine vines and with the long, graceful Spanish moss in festoons everywhere.

About Tallahassee is good shooting country and many winter residents come there for field sports regularly. An organized fox hunt has been in existence for over twenty-five years, and there are many exciting runs during the season.

South of Tallahassee, in an impenetrable tangle of undergrowth and swamp, legend locates the famous Wakulla volcano. It is asserted that a column of smoke can often be seen, issuing from some subterranean fissure or some burning spring, which no explorer has ever been able to reach. For decades there has been discussion over this matter, but although reliable witnesses constantly attest the smoke's existence the mystery remains a mystery. (Hotels, see list.)

A. S. A. L. branch line runs to **St. Mark's** (20 m.), **St. Mark's Junction** (4 m.), **Bellair** [here the line from Tallahassee to **Covington** (26 m.) diverges. Its stations are **Corey, Rose, Wacissa, Leonton** and **Covington**; this line is to be continued to Perry], **Lutterlok** (7 m.), **Woodville** (10 m.), **Varcen** (11 m), **Wakulla** (16 m.). The springs are 4 m. east, from the stations. **St. Mark's** (20 m.) is at the mouth of the St. Mark's river, and from **Port Leon,** 2 miles further, it is not far to St. Mark's Light. Boats can be hired for a trip up the river to Wakulla Springs or for a sail on the bay. A peculiarity of this river is that it flows for part of its course underground, disappearing in a cave and emerging further along with the same volume of flow. The Georgia, Florida & Alabama R. R. runs from Tallahassee to **Carrabelle** (50 m.) through **Springhill** (14 m.), **Arran** (24 m.), the station for **Crawfordville** the county seat of Wakulla, **Ashmore** (31 m.), **Curtis Mills** (37 m.), **Lanark** (45 m.), opposite which in the waters of St. George's Sound is a large spring, **Carrabelle** (50 m.), a port town at the mouth of Crooked river, on St. James Island, with local fishing and lumber interests. From here a steamer runs through St. George's Sound to Apalachicola (28 m.). The stations north from Tallahassee are: **Saxon** (4 m.), **Jackson** (9 m.), on a beautiful lake; **Gibson** (12 m.), **Havana** (17 m.), where the Quincy branch line joins; **Hinson** (18 m.); and the terminus **Cuthbert,** Ga. (106 m.).

The way on leaving Tallahassee is through a farming country interspersed with lakes and woodlands. **Ocklocknee** (173 m.) is at the cross-

ing of the Ocklocknee river. There are beautiful groves of oak and magnolia, and tobacco plantations can be seen.

Lawrence (174 m.), **Midway** (177 m.), **Quincy** (189 m.), an old town with wide streets and old Southern mansions. The tobacco growing interests here were developed largely by Alsatian labor. Here is found kaolin, large shipments of this valuable porcelain-making substance being made from Quincy. From here a branch line of the Ga., Fla. & Ala. R. R. runs by **Cory** (2 m.), **Littman** (4 m.) and **Florence** (6 m.) to **Havana** (11 m.).

Gretna (194 m.), **Mount Pleasant** (197 m.), **River Junction** (208 m.) on the Apalachicola river is an interesting station. The Flint and Chattahoochie rivers unite to form this river two miles above the station. There is a long trestle and bridge crossing the river. (Hotels, see list.) Connection is made here for Apalachicola by steamers. The A. C. L. branch from Thomasville and the North ends at River Junction.

From **River Junction** the Apalachicola Northern R. R. runs to **Apalachicola** (80 m.). Its general direction is southerly and it passes through a well-watered agricultural district with moderate forestation. The stations are, **Dolan** (8 m.), **Greensboro** (13 m.), **Juniper** (14 m.), **Guest** (17 m.), **Hosford** (26 m.) on Pitman's Creek. The Teluga river is crossed at **Evans** (29 m.). The New river is crossed, then we pass through **Trump** (34 m.), **Sumatra** (56 m.), **Fort Gadsen** (61 m.), and **Beverly** (67 m.). An arm of Apalachicola Bay and a river are crossed, and then the

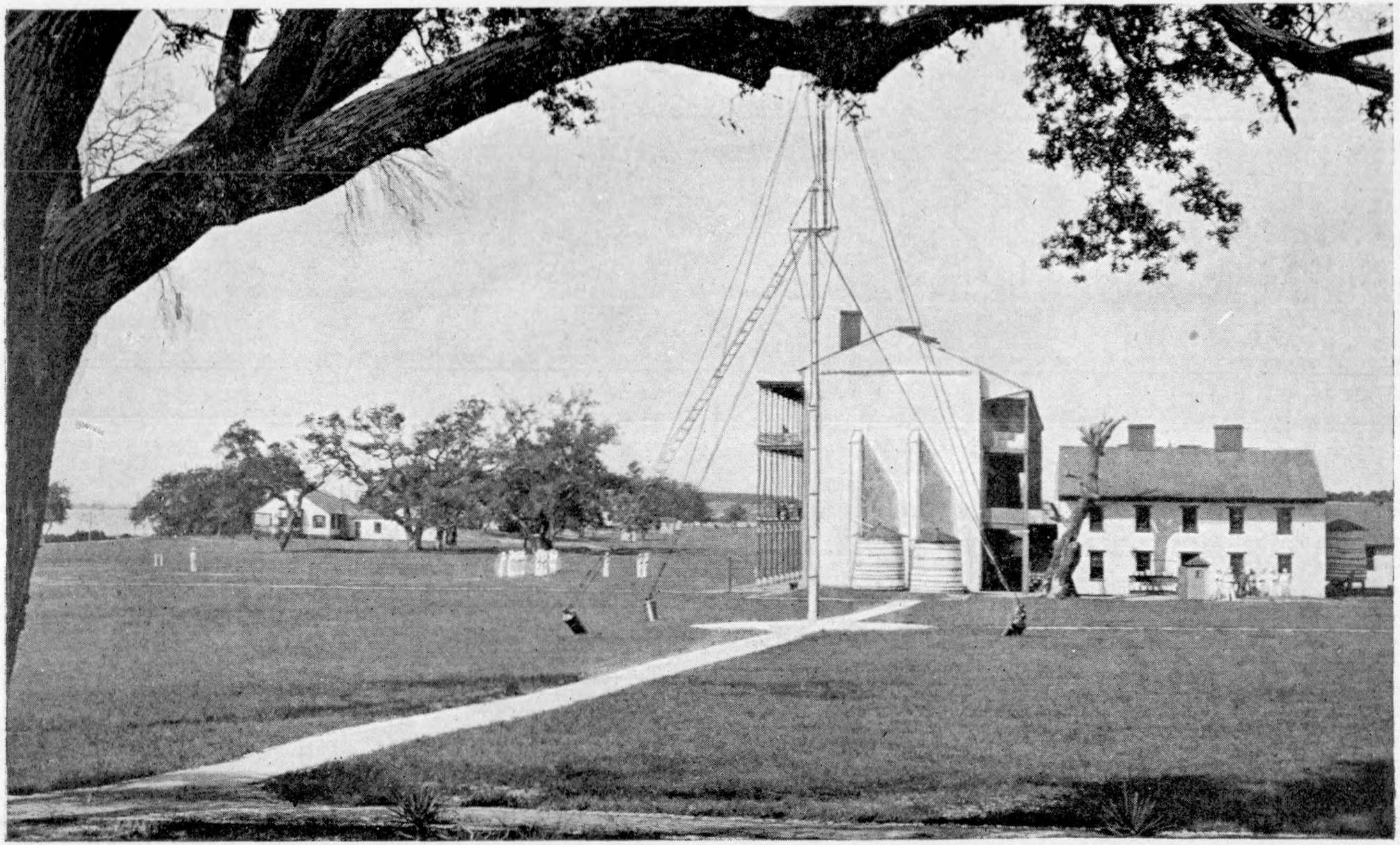
wide Apalachicola river to **Apalachicola** (80 m., pop. 3,065). This is a flourishing town with fishing and lumber industries, situated at the mouth of the river on the bay. Connection from here with Carrabelle (p. 243) and with St. Andrew's Bay and Pensacola by steamer.

Sneads (239 m.), is a station much used by sportsmen, the fishing and shooting being good in the neighborhood. It is a camping region in the midst of well-forested country through which are scattered many lakes; among them Lake Cyr, Lake Ochesee, and Dead Lake. Deer, turkey, quail and duck may all be counted in the day's bag. At **Mariana** (234 m.) on the Chipola river, the State Reform School is located. (A branch line runs to the southwest to **Blountsville** on the Apalachicola river.) Near here the Chipola river, a navigable stream, passes out of sight underground, and reappears a mile further on. An immense cavern marks the upper end of this course, its walls coming down to the water's edge. Four miles from Mariana is a cave with stalactites and stalagmites of great beauty. Long Moss Spring, also near, sends out from the ground a stream of clear wholesome water, forming the source of a large creek. At **Cottondale** (244 m.), the line to St. Andrew's Bay crosses. This is a part of the State that was exploited some thirty years ago in a way that brought great discredit to Florida, settlers being brought here by misrepresentations. It is to be regretted that the same methods for inducing immigration to land unfitted for cultivation, or for homes, is still going on in other parts of the State.

From **Cottondale,** on the Atlantic & St. Andrew's Bay R. R., the stations to the north are: **Welchton** (5 m.), **Jacobs** (7 m.), **Campbellton** (11 m.) and **State Line** (15 m.). The terminus is at **Dothan,** Ala., (31 m.). To the south the stations are: **Steel City** (5 m.), **Alvords** (7 m.), **Round Lake** (10 m.), **Compass Lake** (15 m.), **Spann's Siding** (21 m.), **Fountain** (22 m.), **German American** (27 m.), **Youngstown** (30 m.), **Bear Creek** (33 m.), **Mill Bayou** (44 m.) and **Panama City** (52 m.), on St. Andrew's Bay.

Chipola (253 m.) has springs of health-giving water. There is also a little cascade, "Falling Water," and a hillside strewn with huge rocks seemingly flung by Titan hands. Holmes Creek is crossed. **Carysville** (267 m.) is a milling point on the Choctowhatchee river, and a shipping point for cotton and cane. **Westville** (276 m.) is in a game country. **Ponce de Leon** (282 m.) has a beautiful spring.

De Funiak Springs (290 m., pop. 2,017, 270 ft. elevation) is situated on a high tableland twenty miles from the Gulf of Mexico. The country around is well forested, and this has been a popular winter resort for many years. The springs which first attracted visitors, are a mile in circumference, almost perfectly circular, and sixty feet deep. The water is clear and sparkling chalybeate and of great benefit to anemic and overworked people. The park surrounding the spring is very attractive. There was a flourishing Chautauqua here in 1887, and a Hunt and Fox Chase Association. A normal school is located at De Funiak Springs. There are many



Barracks and Parade Ground, Fort Barrancas

"Bellevue," Home of Princess Murat

pleasant excursions, and the pine woods, oak and magnolia hammocks, little rivers and lakes, make diversified country through which to drive and motor. The roads are good. (Hotels, see list.)

From **De Funiak Springs** a branch line runs northward to **Florala, Ala.** (26 m.). The stations are: **Auburn** (5 m.), **Caledonia** (9 m.), **Campton** (10 m.), **Pineway** (13 m.), **Falco Junction** (14 m.), **Williamson** (15 m.), **Laurel Hill** (17 m.), **Cowan's** (20 m.), **Svea** (21 m.), **Hoogstract** (22 m.), by Jackson's Pond on the right to **Florala,** Ala., (26 m.).

The way now lies past unimportant stations to **Crestview** (319 m.). For forty miles the road runs through primeval forest, pines, magnolias and oaks, and blackjack woods. Blackwater river is crossed and **Milton** (349 m.), the county seat, is reached. A long bridge ($2\frac{1}{2}$ m.) over the bay is crossed.

Gull Point (362 m.) is reached. This was the place where the first Territorial Legislature was held and it is noted for its magnificent live-oaks. The railroad follows the shore, on the right are high bluffs of parti-colored clay, water-furrowed and worn, with here and there grassy slopes interspersed. On the left are the beautiful waters of Escambia Bay.

Magnolia Bluff (366 m.) is an attractive little settlement. The bay is broad and beautiful, and a network of waterways and bayous all find their outlet here. Bayou Texas is crossed.

Pensacola (369 m.) 22,982 pop., is situated on Pensacola Bay, a beautiful sheet of water, 37

miles long, averaging three in width. It is land-locked and the safest harbor on the Gulf or South Atlantic. Pensacola, though not greatly visited by tourists, is a very important city, and historically, with the exception of St. Augustine, the most interesting town in Florida. It was for centuries the capital and administrative center of the province of West Florida. Old books are full of gossip about its early days, and curiously enough, the Canadian archives at Ottawa contain much interesting material concerning the period of the English occupation.

Pensacola Bay was probably first visited by Europeans in 1516. Some of De Soto's men were here in 1536. In 1558 Guido de Labazares, after exploring the coast, reported Pensacola to the Governor of Cuba as a suitable place for colonization. It was not till 1696, however, that a settlement was actually made. Don Andre d'Arriola took possession and built Fort San Carlos, the ruins of which were near Fort Barrancas on the Island of Santa Rosa, where for a long time the town was located. The young colony was in constant difficulties with the French in neighboring Louisiana. In 1719 Pensacola, after having been three times captured and recaptured during a period of three months, was burned and abandoned. In 1722 it was again occupied. Later the site on Santa Rosa island was felt to be unsatisfactory and during the period between 1743 and 1763 the inhabitants gradually built on the mainland north of the bay. In 1763 this part was laid out as a city, with streets at right angles, and a regular garden allotment in the suburbs for each householder in the town.

In 1762 along with the rest of Florida, Pensacola became British, and flourished beyond what it had done under Spanish rule. The oldest building in Pensacola is the remains of the kitchen and storehouse of William Panton's house. Panton, Leslie & Co. was a famous Scotch house in London, with branches at St. Augustine, later at Pensacola and Mobile, and also in the West Indies. Their trade with the Indians extended as far as Tennessee. Long trains of pack-horses left Pensacola with supplies and brought back skins, peltry, beeswax, honey, dried venison, etc. When Florida was ceded back to Spain in 1784, even the Spanish authorities felt the importance of keeping William Panton in Pensacola. A treaty was made with him as a quasi-sovereign. He was allowed to remain without turning Roman Catholic, a condition exacted of other British who wished to stay. Panton was a great friend of the famous Indian chief Alexander McGillivray, whose influence for so long kept the Indian trade for Pensacola. McGillivray was the son of a Scotch father and an Indian mother, a half-breed Creek princess whose father had been a French officer of Spanish descent. He was educated at Charleston, but at his majority returned to his mother's people when he became a real king, able to put 10,000 warriors into the field and living in half barbaric pomp. He sided with the British in the Revolutionary War and long after from the Spanish territory planned raids in the western country. Finally he concluded peace, making a trip in great state to New York for a personal conference with Washington. He obtained Creek lands which had been confiscated, a

payment of $100,000 and a commission for himself as major general in the United States army. He is a picturesque figure of early days, and his connection with Pensacola makes him worth mentioning here. He was buried in William Panton's garden.

In 1781 a Spanish expedition captured Pensacola from the English, but 1784 this occupation was legalized by the cession of the whole province to Spain.

During the War of 1812 the Spanish authorities allowed the British to occupy the town and from it to carry on the campaign against the United States. General Jackson promptly advanced into Florida and seized Pensacola. He made war upon the Indians through the whole of North Florida. But after he had retired to the famous defense of New Orleans, all of West Florida became again a mere confusion of filibusters, runaway slaves, British agents,—a disorderly and lawless place. Jackson again invaded it and in 1818 again seized Pensacola. In 1819 the occupation was confirmed by the cession to the United States by Spain. Jackson was appointed the first governor and it was to him at Pensacola that the Spanish Governor publicly transferred the sovereignty. The inhabitants had spent the preceding days and nights in a kind of carnival which much shocked Mrs. Jackson, who was with her husband and had had no previous experience of Latin light-heartedness.

Pensacola did not suffer during the Seminole War.

During the Civil War Fort Pickens, though invested by a strong Confederate force which had

possession of the town and the navy yard, was never captured and the Confederate flag never flew over it. In 1862 the Southern forces retired to the defense of Mobile, and made no serious attempt afterwards to secure possession of the Florida town.

Since war times Pensacola's history has been one of commercial development. It is in the center of an important lumber region, and it is also a very important fish market. Its shipping trade is large, and lines of steamers run from it to Gulf, Atlantic and trans-Atlantic ports.

The names of Pensacola's streets and squares are, many of them, reminiscent of the town's history. Charles Square was named for Charles II. Palafox Street was called after the defender of Saragossa against the French in 1808. Baylen Street is from Baylen, a small town on the road from Cadiz to Cordova, where General Dupont surrendered to the Spanish after his plunder of Cordova. Alcaniz Street and Romana Street recall other Spanish heroes, and Tarragona, a heroic defense.

The Navy Yard and the forts upon Santa Rosa Island and near the town are the chief attractions of Pensacola. Excursions upon its wonderful bay are delightful. West from the Navy Yard is Fort Barrancas and below Barrancas is the lighthouse. Some traces of the ruins of Fort McRae may be seen. Those of Fort Michael and Saint Bernard are supposed to date partly to the Spanish occupancy.

Near by are Perdido and Escambia Bay. The Escambia river, which debouches, here, has been rightly called West Florida's Ocklawaha.

The fishing in the fresh-water streams near here is said to be particularly good; pike, black bass and trout abound, bream simply wait for the hook of the most unskilled angler. The bay abounds in red snapper, sea trout and pompano; the last can be coaxed to a sportsmanlike battle for his life if the fisherman knows his book. The oysters in this region are excellent. The fishing boat landings are at the foot of Palafox Street.

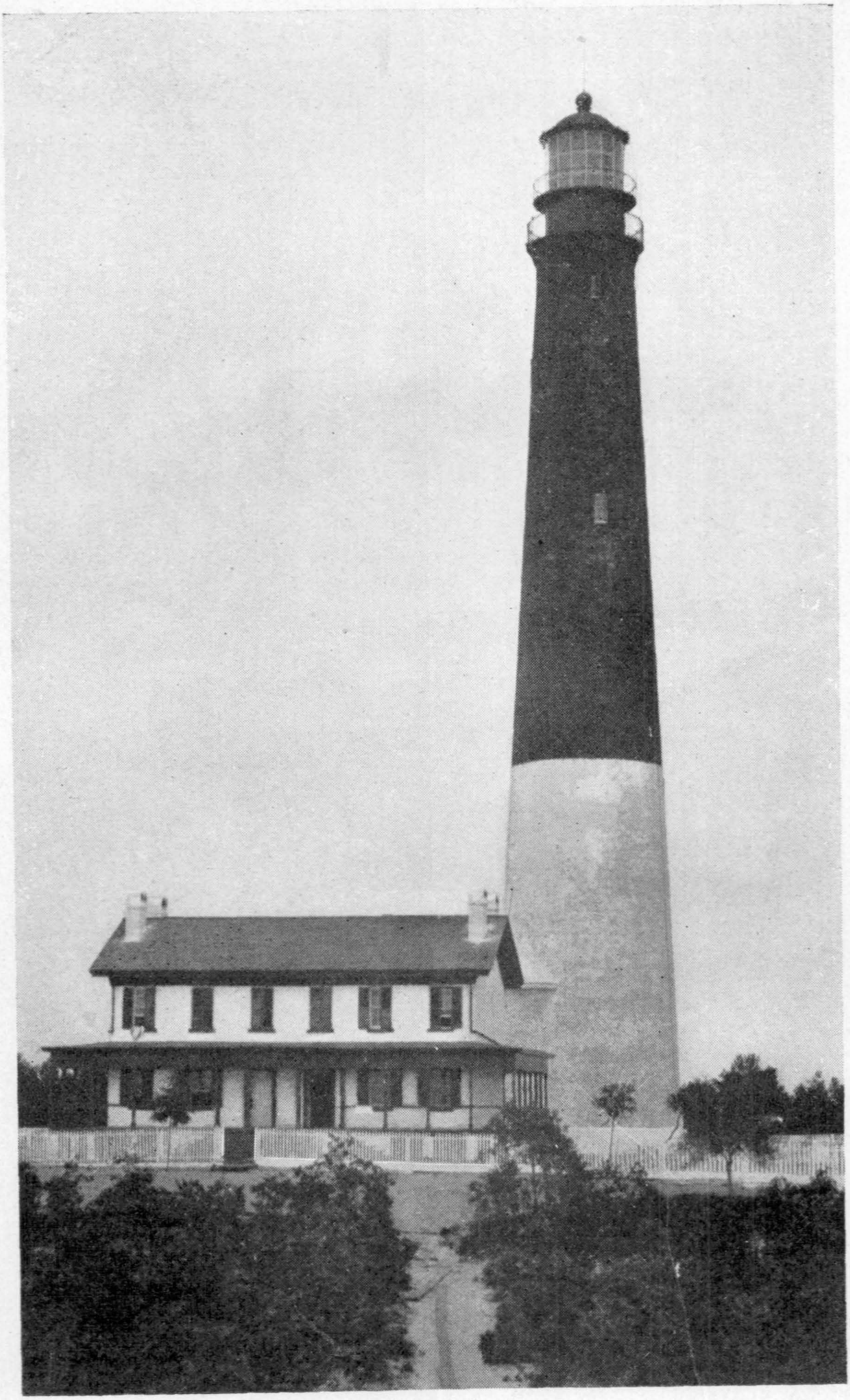
The San Carlos Hotel compares favorably with the luxurious hostelries of the East Coast. (Hotels, see list.)

From Pensacola the P. A. & T. R. R. runs to **Muscoque** (15 m.). The Pensacola, St. Andrew's & Gulf S. S. Co. runs boats to St. Andrew's Bay, Apalachicola and Carrabelle, and there are steamers west to other Gulf ports.

From Pensacola a branch line of the L. & N. R. R. runs northward to **Flomaton,** Ala. (44 m.), following the general course of the Escambia river. At **Cantonment** (4 m.) a branch line leads to **Muscogee** on the Perdido river.

The Pensacola & Perdido R. R. runs to **Millview** (7 m.) from Pensacola.

Palms



Pensacola Light House

JACKSONVILLE TO TAMPA

(Via Atlantic Coast Line — 141 m., 9¾ hrs.)

Palatka to Valdosta, Ga., 134 m.; Sanford to Lake Charm, 18 m.; Sanford to Trilby, 75 m.; Sanford to Leesburg, 50 m.; Kissimmee to Apopka, 33 m.; Kissimmee to Fort Bassenger (steamer), 100 m.; Kissimmee to Narcoossee, 15 m.; Chubb to Bartow, 17 m.; Tampa to Brooksville, 50 m.

From Jacksonville towards Tampa by the way of Palatka, Sanford and Kissimmee, the journey is at first through a country of no special interest to the tourist. The St. John's river is to the east, but it is not often seen. There are tributary creeks with bordering forest growths, which are crossed.

Wessner (4 m.) is the first station, then **Youkon** (10 m.). **Orange Park** (14 m.) is very prettily located at the northern end of Doctor's Lake, just at its outlet into the St. John's river. **Doctor's Inlet** (20 m.) is on the lake, then comes **Russell's** (24 m.). **Green Cove Springs** (28 m.) and **Magnolia Springs** (30 m.) are both attractive resorts on the St. John's river (see p. 219). **Wallkill** (38 m.), **West Tocoi** (40 m.), **Bostwick** (46 m.), **Palatka** (55 m.) on the St. John's river (see p. 219.).

From Palatka the Ga. Southern & Fla. R. R. runs to Valdosta, Ga. (134 m.) The stations are: **A. C. L. Junction** (1 m.), **Wardburn** (8 m.), **Carraway** (11 m.), **Baywoods** (14 m.), **Florahome** (17 m.) at the northeast end of Lake Grandin.

Grandin (19 m.), **Putnam Hall** (22 m.), **Lake Geneva** (26 m.), **Brooklyn** (28 m.) and **Theresa** (32 m.). A picturesque stream is next crossed to **Hampton** (36 m.) at a S. A. L. crossing. **Sampson City** (42 m.) is on the shore of Lake Sampson, and a S. A. L. crossing.

From Sampson City the Tampa & Jacksonville R. R. runs to **Fairfield** (48 m.). Its way is through a fertile part of northern Florida into the lake country, and it reaches a territory that is of interest to settlers, and to tourists who do not want the warmer winter to the south. It has the same attractions to offer that are found in other parts of Bradford, Alachua and Marion Counties. The stations are **Graham** (5 m.) on the Santa Fe river, **Cyrill** (7 m.), **Bellamy** (12 m.), **Ellithorpe** (16 m.), **A. C. L. Crossing** (19 m.), **Gainesville** (20 m., see p. 276) a S. A. L. crossing. **Cannon's** (24 m.), Prairie Creek to the left; **Rocky Point** (27 m.), and **Wacahoota** (29 m.), **Clyates** (32 m.), **Kirkwood** (33 m.) and **Tacoma** (34 m.) are all on the north shore of Lake Levy. **Micanopy** (37 m.) is at its southeast end. **Tuscawilla** (39 m.) is on a lake of the same name. **Simonton** (40 m.), **Hickman** (41 m.), **South Side** (42 m.), **Dungarvin** (43 m.), **Irvine** (45 m.), **Fort Drane** (46 m.) and **Fairfield** (48 m.).

New River (49 m.), **Lake Butler** (53 m.) an A. C. L. crossing. Swift's Creek is crossed just before **Guilford** (58 m.), then the Olustee river, and **Lulu** (64 m.). **Lake City** (74 m.) is a railroad center (see p. 237). **Winfield** (80 m.), **Suwanee Valley** (83 m.), **White Springs** (86 m.),

reached also from **Wellborn** and **Live Oak** (see p. 238). **Winn** (90 m.), **Genoa** (93 m.), **Jasper** (104 m.), an A. C. L. crossing. The Allapaha river is crossed to **Avoca** (110 m.), **Jennings** (115 m.), just inside the State line, and **Valdosta,** Ga., (134 m.).

On leaving Palatka the railroad crosses at **Buffalo Bluff** (63 m.) to the east side of the river, and runs through a most prosperous section. **Satsuma** (64 m.), **Sisco** (66 m.), **Pomona** (69 m.), and **Como** (71 m.) are each situated on little lakes. **Huntington** (74 m.) has many orange groves.

From **Crescent City Junction** (76 m.) a short connecting line runs to **Crescent City** on Lake Crescent (see p. 226). The water protection afforded to the citrus orchards by the numerous small lakes in this neighborhood lessens the danger from frosts and so contributes much to its prosperity. **Denver** (77 m.), Lake Louise lying to the west, **Seville** (83 m.), **Preston** (89 m.), Lake Disston seven miles to the east, **Eldridge** (92 m.) and **Barbourville** (94 m.) follow.

At **De Leon Springs** (99 m.) there is a magnificent spring, a large clear pool, from which flows a considerable stream. There are bathing houses, and a swim in the bubbling waters is a delightful experience, hard to match except in Florida. (Hotels, see list).

Greenwood (102 m.) and **Highland Park** (104 m.) are followed by **De Land Junction** (109 m.); connection to De Land (4 m.), service four times daily each way.

De Land (113 m., pop. 2,812), elevation 50 ft., county seat of Volusia County, is beautifully sit-

uated on high pine land. The drainage is particularly good, and lifegiving pines surround it in every direction. There is no body of stagnant water near, and the water supply is absolutely free from organic matter, analysis showing it to be most wholesome. The streets are shaded with beautiful trees, many of these forming arched roadways. The principal streets are paved, and the sidewalks are of concrete. Hard-surfaced roads lead in every direction to the principal points in the county, to the St. John's river only five miles to the west, and to Daytona and the Daytona and Ormond beach, twenty-five miles to the east.

The business houses are well built, and on the shady avenues are many handsome residences of both winter people and those who make De Land a year-round home. There is an electric light plant, and the streets are well illuminated at night. There are newspapers and clubs and churches of many denominations. The school system is a most excellent one. John B. Stetson, of Philadelphia, for many years had his winter home near here. He endowed the John B. Stetson University (Baptist, about 500 students), located at De Land, with adequate and attractive buildings. It was the founder's object to maintain here an institution of learning that would not only be of service to the people of this town, but meet the requirements of those students whose studies would otherwise be interrupted by their visit to Florida. It includes a college of liberal arts, of law, of music, a business college, courses in electrical, mechanical and civil engineering. It has a faculty of well-chosen in-

structors, and its standard is high. Its library is well endowed, and housed in a special building.

De Land is a most popular place for a winter's visit, and it is large enough to afford pleasant social life. The influence of the University makes the standard of the preparatory schools high. Many Northern families live here because the educational facilities are so good. There is a comfortable opera house, and a lyceum course is conducted every winter.

The pine lands surrounding the town have made the lumbering and turpentine interests extensive in the neighborhood. The cleared land has been put under cultivation, and there is much rich hammock as well as high, rolling pine land. There are many well-kept orange groves about De Land, the Stetson grove being worth a special visit. The means employed to prevent the frost from hurting the trees and fruit are interesting, and also the arrangements for picking, cleaning, packing and shipping. The season for harvesting the crop — golden in color, but not always in money return — is from November until March. Grape fruit is fast becoming a factor in the products shipped.

Volusia County is a ranking one in citrus fruit exports. The region is well adapted to peach growing, and the fruit is ready for market in May and early June. Pecan trees are being extensively planted. There is good quail and dove shooting, and also within easy reach wild turkey and deer. Lake Beresford, the St. John's river, Lake Winnimisselte and Lake Helen are near by. **Orange City** can be reached by a good road (5 m.). (Hotels, see list.)

Leaving De Land Junction, **Beresford** (110 m.) and several small settlements are passed. At **Orange City Junction** (112 m.) a branch line of the F. E. C. Railway from New Smyrna (27 m.) ends (see p. 143).

From **Enterprise Junction** (118 m.) **Enterprise** (4 m.) can be reached by the F. E. C. Railway's branch from **Titusville** to **Sanford** (p. 229). At **Monroe** (121 m.) the railroad crosses the St. John's river, just as it leaves Lake Monroe, and follows the shore of the lake to **Sanford** (125 m.), the center of extensive celery growing and of several branch railroads.

A branch of the F. E. C. Railway runs from Sanford to Titusville (p. 152). A branch of the A. C. L. goes to **Lake Charm** (18 m.) to the south, passing **Fort Reed** (3 m.), **Onoro** (4 m.), **Rutledge** (5 m.), skirting the southwestern end of Lake Jesup and turning to the southeast, after **Tuscaville** (10 m.) and **Oviedo** (17 m.), (Hotels, see list), also a station on the S. A. L., it reaches **Lake Charm** (18 m.).

A branch of the A. C. L. runs to **Trilby** (75 m.) through the lake country most of the way. **Sylvan Lake** (6 m.), **Paoli** (8 m.), where the A. C. L. branch line to **Tavares** and **Leesburg** is crossed; **Island Lake** (9 m.), **Glen Ethel** (12 m.), **Palm Springs** (14 m.), another A. C. L. crossing, **Forest City** (17 m.), **Toronto** (19 m.), where the A. C. L. from **Wildwood** to **Lake Charm** is crossed; **Lakeville** (22 m.), **Clarcona** (24 m.), an A. C. L. branch to the south crosses; **Fuller's** (28 m.) and **Crown Point** (29 m.), **Winter Gar-**

den (31 m. Hotels, see list), on the south shore of Lake Apopka, **Tildenville** (32 m.), **Oakland** (33 m.), lying between Apopka and John's Lakes. **Minneola** (42 m.) and **Clermont** (44 m.) are between two smaller lakes. **Varn's Crossing** (46 m.), **Taylorsville** (50 m.), **Mascotte** (53 m.), and the lake region is left and the hammock and pine country with some swamps begins. **Cedar Hammock** (61 m.), **Linden** (62 m.), **Tarrytown** (63 m.), a branch of the Withlacoochee river is crossed, **Pineland** (68 m.) **Trilby** (75 m., see p. 311).

A branch of the A. C. L. runs from Sanford to **Tavares** and **Leesburg,** 50 m. The country is well settled and very prosperous. There are many lakes, much fine pine forest, and many hammocks of fine old trees. **New Upsala** (3 m.), **Twin Lake** (4 m.), **Paoli** (6 m.), where another branch crosses, **Tufts** (9 m.), Wekiva Creek is crossed, **Cassia** (13 m.), **Lovejoy's Mills** (17 m.), **Sorrento** (19 m.), **Mount Dora** (24. m., Hotels, see list); **Tavares** (30 m.), also a station on the S. A. L., **Eustis** (31 m.), a thriving little town where the Presbyterian College is located, and there are many winter residents. (Hotels, see list.) From **Fort Mason** (36 m.) a branch to **Astor** on the St. John's river, (25 m., p. 228), starts. **Grand Island** (38 m.), **Lisbon** (41 m.). **Orange Bend** (50 m.), **Leesburg** (50 m., p. 280) with A. C. L. connections north, south and west, is also a station on the S. A. L.

From **Sanford** the railroad passes through the well-known lake country. Though the elevation

in Florida is nowhere very great, it is sufficient in this region, and there is enough undulation to the ground to insure good drainage. The high pine land responds quickly to culture. There are some flat lands unfitted for cultivation, but the pine trees thrive well. There is much rich hammock land, covered with beautiful and valuable timber, and near the lakes are very fertile muck lands. Every variety of vegetable and fruit, whose habitat is just at the frost line, can be grown, and the citrus groves in this part of the country are famous. Many attractive winter settlements may be found in this section.

Lake Mary (131 m.) and **Longwood** (135 m.) are followed by **Altamonte Springs** (138 m.), situated in pine forests and with a climate particularly beneficial to invalids. It is a popular resort, and out-of-door life, with fishing and shooting, driving and riding, claims the time of the visitors. (Hotels, see list.) **Maitland** (147 m.) is a similar resort, and has many winter visitors. (Hotels, see list.)

Winter Park (143 m.) is one of the best known of the resorts in the lake region. Rollins College is located here. The country around is rolling, and the air is redolent with the balmy fragrance of the pine woods. Magnolias flower, and the woods are carpeted in spring with blossoms. In the hammocks the ferns grow lushly, and the brakes sometimes top a man's height. All sorts of out-of-door sports claim the visitor. Fishing and shooting are both to be had. Songbirds, especially the mockingbird, are found in great numbers, and long-legged water birds make accents in the picture on the edge of the lakes. The

lakes are charming for boating excursions, and a day spent with a luncheon and tea basket and a camera brings its own reward. Guides, boats, and horses and vehicles can be obtained. (Hotels, see list.)

Orlando (148 m., pop. 3,894) is the county seat of Orange county. Its situation is particularly beautiful in the midst of a fertile country. The little cluster of houses of the early days (1880) has grown to be one of the most important of the smaller cities of Florida. All about the shores of the lakes — Lake Lucerne, Lake Sue, Lake Winnie and Lake Eola — are winter residences surrounded by beautiful gardens, shaded by live- and water-oaks. To these, with their festoons of Spanish moss, in great contrast are the palmettoes, the date and sago palms, the chinaberry, pines and camphor trees. The gardens are filled with semi-tropical plants, flowers and fruits.

Located on the ridge — the backbone of the State, there is a total absence of fog. The many lakes temper the climate both in winter and summer. The water supply is, as in almost all Florida towns, of great excellence. There is an electric light plant and gas works. The town has a most substantial business district. The streets are paved with vitrified brick, and a hard-surfaced driveway and a shell walk skirts Lake Lucerne, from which the views are very attractive. Many of the residences are built in the plantation style, with wide shaded verandas on every side.

The Northern element predominates in the town, as is manifest from the architecture and the many civic federations here. There are

churches of various demoninations, fraternal orders and social clubs, baseball and polo clubs, a driving park where races are run every winter and where golf links are laid out. Tennis and boating both have their followers. In the neighborhood is good quail shooting, and some water game birds. There is an annual Motor Parade, and a Water Carnival. In the former the parade of flower-decked and allegorical cars makes an attractive pageant; in the latter, the illuminated walks and lake boulevards, the mock naval battle, the drifting boats with their many-colored lights, make a very interesting picture.

Hard-surfaced roads lead in every direction into the country, and driving or motoring brings the visitor in touch with the rich tributary to Orlando. Orange is the leading county in Florida in the number of citrus trees growing, and of boxes of fruit shipped. Her share of the State's 5,000,000 boxes in 1911 was about 750,000 boxes. In addition to citrus culture, there are large areas in vegetables, and other fruits. Visits to the farms near Orlando are of special interest because of the scientific methods employed by the farmers, usually men who have retired from active work, whose energies are all expended in beautifying and developing their new homes. Plantations of bananas are found near Orlando, on the moist lands of some of the lake shores. The variety grown here is a large one, and the plants are sometimes eighteen feet tall. The Florida Sanitarium is located near Orlando between two lakes. It is under the charge of the Seventh Day Adventists, and is conducted on the same hygienic lines that make the one at Battle

Creek, Michigan, so successful. (Hotels, see list.)

Leaving Orlando, the elevation gradually lessens. **Jessamine** (154 m.) is near two lakes, the one to the east, Lake Conway, extending almost to **Pine Castle** (155 m.). **Big Cypress** (156 m.), **Taft** (158 m.), **MacKinnon** (161 m.), **Marydea** (163 m.),— and the flat country has been reached, with prairie land alternating with pine wood.

Kissimmee (165 m., pop. 2,157) is the county seat of Osceola county. It is situated on the north shore of Lake Tohopekaliga, a large and beautiful body of water. Kissimmee is still on the ridge, or the end of the Florida real mainland. The town's elevation is 65 feet, and from here south the water drains through the Everglades to the Gulf of Mexico, the Bay of Florida, and to the series of lagoons and sounds on the east from Gilbert's Bar to the end of the Florida peninsula. Kissimmee was for many years the only accessible settlement from which sportsmen could make excursions to the rich hunting grounds in these almost unknown regions. Then the cultivation of sugar cane was begun, at Saint Cloud near Kissimmee, and much sugar is now raised. With the coming of more visitors the great fertility of the land became known, and the town began to grow.

The climate is most equable, and the water protection of Lake Tohopekaliga tempers both summer heat and winter cold. It is said that the children in Kissimmee never wear shoes until in their teens. The nights are always cool, the days full of sunshine. Settlers have begun to cultivate the rich lands all about, so that the local mar-

kets are exceptionally good. Game of all kinds abounds. Many cattle graze through the rich woodland, and over the valley prairie lands, with rich pasturage, well-bred hogs roam with native "razor-backs."

The death rate is exceptionally low — 3 in 1,000. Kissimmee has good water, an ice factory, electric light plant and telephone system. The streets are marled, a mode of surfacing that makes a good road. These marled roads are being extended out into the country, and lead to many interesting places.

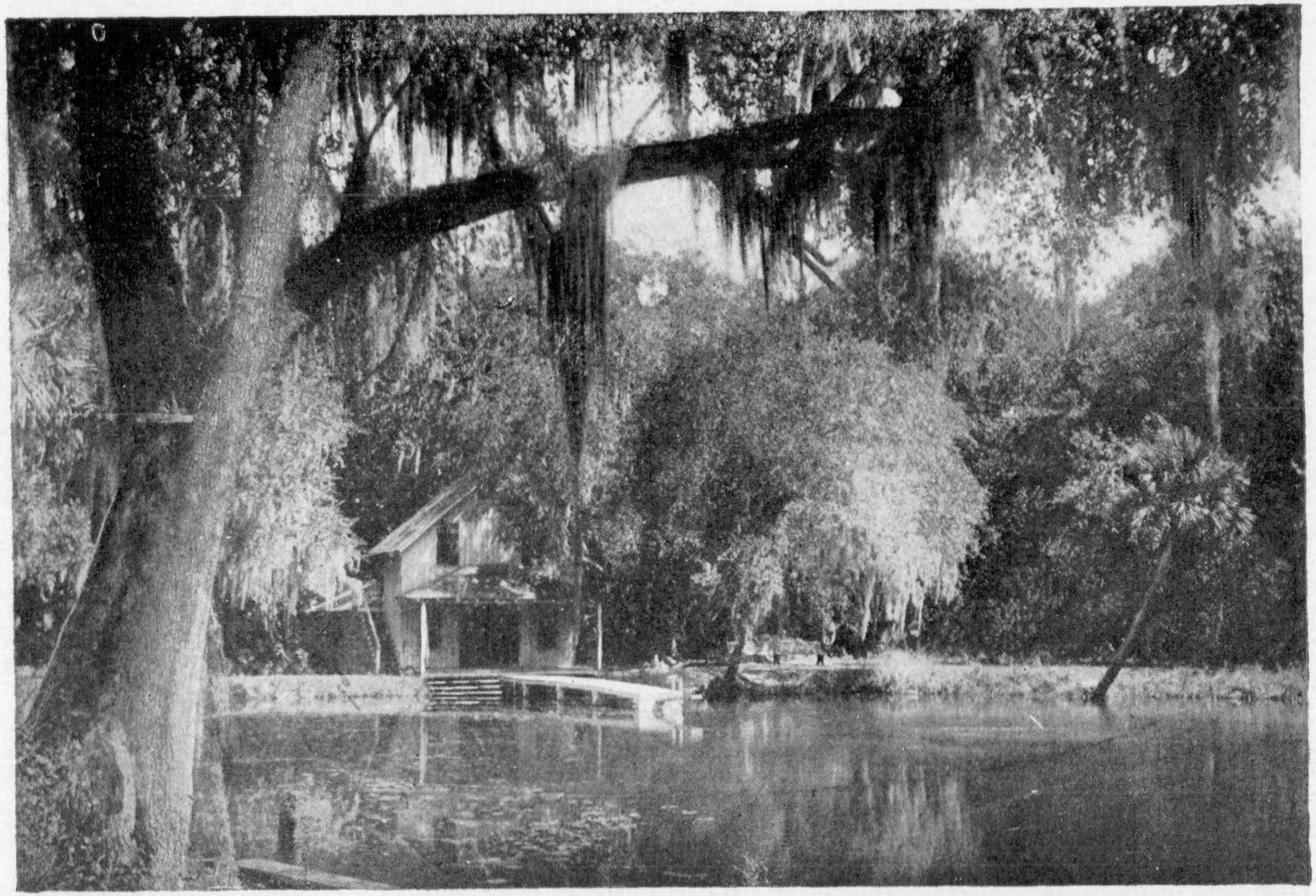
The citrus fruits, guavas, sugar-apples, bread-fruit, almonds, pineapples and bananas, all grow luxuriously. Small fruits and vegetables, shrubs and flowers, semi-tropical jungles, luxuriant palms and wholesome pines make up an environment that is full of charm, and the usual flatness of Florida landscapes is modified by the alternation of prairies, with little streams and lakes, hammocks and wide stretching pine upland, which makes an excursion pleasant and interesting.

The schools, as in almost all parts of Florida, are good. There are clubs and fraternal orders, and churches of various denominations.

The experiments in sugar cultivation that were started here by the Disstons of Philadelphia failed. Ignorance of the conditions to be met and the insect pests of summer were the cause. (Hotels, see list.)

Steamers ply from Kissimmee south across Lake Tohopekaliga to **Fort Bassenger** on the Kissimmee (100 m.), making weekly trips, leaving Kissimmee on Tuesday 7.00 a. m., and arriving at

In the Lake Country



De Leon Springs

Fort Bassenger on Wednesday evening; returning, leaving Thursday at 7.00 a. m., and arriving at Kissimmee on Friday evening. Boats can be chartered to make special trips from Fort Bassenger to Lake Okeechobee, the Caloosahatchie river, and Fort Myers.

Lake Tohopekaliga is easily crossed. The Kissimmee river has been dredged and the boats go from there to Cypress Lake. Another natural channel has been dredged to Lake Hatchineha which connects with Lake Kissimmee, an extensive sheet of water 15 miles long, by from one to six wide, of shoal depth, at an altitude of 58 feet. Near the south end of the lake is an island on which most interesting aboriginal remains have been found. The river issues from the south end of the lake and flows on to Lake Okeechobee. Fort Bassenger is passed, the end of the journey 20 miles from the lake. The site of old Fort Kissimmee is passed. This, with Fort Bassenger, was occupied in the Seminole War — unimportant places now, but their names recalling the days of the Indians' power and their present condition symbolizing their present decadence.

An A. C. L. branch runs from Kissimmee to **Apopka** (33 m.) 2 ½ hours. From Kissimmee the road runs northwest, passing **Shingle Creek** (4 m.) and crossing to Orange county just before reaching **McLane's** (9 m.). **Englewood** (12 m.) is at the lower end of a charming lake, which the railroad now skirts on the west side. At the head of the lake is **Isleworth** (17 m.). To the west is Lake Butler with **Windemere** (20 m.) on its east shore. **Gotha** (21 m.) is followed by **Minerville**

(22 m.). **Ocoee** (24 m.) and **Villanova** (26 m.). At **Clarcona** (29 m.) the A. C. L. from Sanford to Trilby connects (p. 258). **Apopka** (33 m.) is the terminus of the branch and a station on the S. A. L. from Wildwood to Orlando (p. 261).

A branch of the A. C. L. to **Narcoossee** (15 m. ¾ hr.,) runs through interesting farming country to the cane plantations about East Lake Tohopekaliga. **Hammock Grove** (2 m.), **Hertzel** (3 m.), **Carolina** (5 m.). The way then crosses the canal connecting the two lakes, **St. Cloud Junction, Peghorn** (6 m.) with a connection to **St. Cloud** (9 m.), a sugar-raising settlement on the south shore of the lake. (Hotel, see list.) **Ashton** (10 m.), **Runnymede** (13 m.), **Narcoossee** (15 m.).

Leaving Kissimmee the way passes through **Campbell's** (170 m.) and **Loughman's** (175 m.), the center of a good shooting and fishing district. Much camping is done in this neighborhood. Outfits and supplies can be bought at Kissimmee. (Hotels, see list.) **Davenport** (182 m.), **Haines** (185 m.), **Chubb** or **Bartow Junction** (193 m.) are the next stations.

An A. C. L. line from **Chubb** to **Bartow** (17 m., 1 hr.) runs through a most beautiful lake country. The elevation is from 150 to 200 feet, and there are long stretches of upland pine forests and many orange groves in a high state of cultivation. Cottages and villas abound — the winter homes of visitors. **Florence Villa** (4 m.) is the station for Florence Villa, the hotel which is the center

of the winter colony here. It was originally the home of Dr. F. W. Inman, and is situated in a park of 26 acres, and has a grove of 600 acres of citrus fruits, through which there are well-kept, hard-surfaced roads. There is every modern convenience in the hotel. The farm, gardens and dairy contribute to the cuisine. Plantation life is part of the hotel's offerings to its guests. There is a well-equipped stable and garage, and on the lake a fleet of boats for hire. East of the hotel is a garden full of semi-tropical flora. South and west are pine forests and a chain of lakes. To the north are acres of orange groves, with woodland and lakes beyond. **Winter Haven** (5 m.) is an attractive little town, with good schools. Motoring, driving, fishing and boating are the out-of-door amusements. Social life in this environment is particularly pleasant. (Hotel, see list.) **Eagle Lake** (9 m.) is on the east shore of Eagle Lake. **Gordonville** (12 m.) is the next station. Fort Carroll was located two miles from here on a small stream which the railroad crosses to **Excelsior Park** (13 m.). **Bartow** (17 m.) is the end of the line, and the junction with the line from **Lakeland** to **Punta Gorda** and **Fort Myers.**

Leaving Chubb, the next stations are **Auburndale** (198 m.) and **Carter's** (203 m.). **Lakeland** (209 m.) is a most prosperous town, well-planned, with a central park space and surrounded by lakes. Its altitude, 210 feet, is the highest in Southern Florida. Forest trees of great beauty abound. Hard-surfaced roads lead from it in many directions. The growing of strawberries

about its neighborhood is a very extensive industry. (Hotels, see list.)

The A. C. L's main West Florida road from **Waycross,** Ga., and from **Jacksonville** by way of **Croom,** crosses here en route to **Fort Myers.**

The country here is suited to the growing of vegetables and berries, a closely-packed soil holding moisture well. Flat woods extend toward **Winston** (211 m.). An A. C. L. branch line runs from Winston to **Tiger Bay** (24 m.). The stations are: **Medulla** (5 m.), **Bone Valley** (9 m.), so named from the many phosphate-bearing vertebrate remains found there; **Mulberry** (10 m.), with a connection to the northeast to **Pebbles** (3 m.); **Kingsford** (14 m.), **Phosphoria** (18 m.), with a connection to **Bartow** (9 m.); **Tiger Bay** (24 m.).

After Winston is **Youman's** (214 m.). From **Plant City** (218 m.), record shipments of strawberries are made, and this industry centers here. Its interests are wholly commercial, and it is also a station on the S. A. L. **Dover** (224 m.), **Seffner** (228 m.), **Orient** (234 m.), **Thonotosassa Junction** (238 m.)

An A. C. L. branch to **Thonotosassa** (11 m.) has direct service from Tampa. It is situated on a lake of the same name, "The Lake of the Flints," where in former times the aborigines foregathered and where their stone implements are still to be found.

Ybor City (239 m.) is reached, then **Tampa** (241 m.), and then **Tampa Bay Hotel** (242 m.).

Tampa (pop. 38,524) is the second city in both numerical and commerical importance in Florida, and is most interesting to the tourist. Its

situation is ideal, twenty-five miles from the Gulf and at the head of Hillsboro Bay. Old Tampa Bay lies to the west, and the Hillsboro river runs through the town, separating the main city from **West Tampa,** a residential section. The water environment has a great influence upon climatic conditions, tempering extremes of heat and cold, and making the city more desirable as a year-round residence.

The city is well-planned. The main streets are bordered with substantial buildings and the wholesale sections of the town present a busy aspect. The semi-tropical environment and the preponderance of Latin and colored people among the working classes give an exotic air to the place. It is one of the most foreign-appearing cities in the United States. It has many miles of good streets with vitrified brick pavement, and there are more hard-surfaced roads in Hillsboro county than in any other in the State. Touring motoring is possible in its best form, and there are ample garage facilities. The water system, as everywhere in Florida, is excellent, the water extremely pure and entirely free from organic matter. The sanitary conditions are of the highest order, and the death rate of the city extremely low.

The growth of the town has been phenomenal. For years Florida stood still, an unknown country to the outer world. The little town founded by De Reinoro, De Soto's lieutenant, was at first a Seminole camp, Tampa being the Indian word to express " split wood for quick fires." General Worth persuaded Coacoochee to leave Tampa with his Indians. A fort was established, and the

officers' quarters, Old Fort Brook, are still standing. The house is known as the Carew house. Scattered plantations were cultivated; cattle, cane, and cotton raised. The close of the Civil War established entirely new but not better conditions in Tampa. It was not until the removal of the cigar factories to Tampa that the town began to prosper. The back country's development commenced with the opening of the saw mills, vast acres of pine lands and of hard wood timber giving ample material. Then came the discovery of the rich phosphate deposits, which were mined and shipped from this point in great quantities. Later the agricultural possibilities of the land throughout the country became known, and the settlers who have made such great successes of their truck farms, raising tons of celery and beans, of their citrus groves and of strawberry culture, were soon important contributing factors to the prosperity of the town. The sportsman's paradise, on both sea and shore, of which Tampa is the center, has promoted her growth and extended her fame. The 39,000 troops who were encamped here when Tampa was made the port of embarkation during the Spanish-American war, all disseminated knowledge of the place, and from that time Tampa's growth was most rapid. The increase in population during the last ten census years, 143 % in the town and 117% in the county, speaks for itself.

The tourist will find here attractions of every sort. A perfect climate without fog or chill, makes out-of-door life easy and pleasant. There are churches and good schools, clubs, theaters, etc., and other municipal accompaniments.

There is also a race course, and shooting, and fishing, and ideal cruising waters all about.

The city has a 20-foot channel from the Gulf to the miles of docks on her water front. These docks are to the south and east of the town. The Hillsboro becomes a stream of idyllic beauty a little way up from its mouth. To the eastern end of the town, easily reached by street car, is **Ybor City**—"Little Havana"—a Spanish town which seems to have been transplanted bodily here. The 20,000 Latins who live here find employment in Tampa in her chief industry. It is by their aid that the millions of dollars ($15,000,000) worth of manufactured tobacco and cigars are sent out annually.

There is a note of the Antilles in the place—the construction of the barrack-like houses, the habit of living intimately with the public by means of open doors and wide-flung windows, the open air cafés, the casinos, restaurants and clubs, and the dances—the mystic alluring danzon, which is never forgotten if once seen—all accent this note. A Spanish dinner with a dance afterward is an interesting experience. The gourmet will have new sensations at the feast—whether they are pleasing or not is a matter of taste!

In exactly the opposite direction is to be found the American life of the town that is most interesting to the tourist. From La Fayette street the bridge across the Hillsboro river to **West Tampa** is reached. The bridge itself affords a view of an attractive part of the river. Crossing and passing along La Fayette street to the right, the north, City Park extends. This is a wilderness of

beautiful tropical growths that holds the center of Tampa's attraction for the visitor.

The Tampa Bay Hotel — a beautiful structure — was built by Henry B. Plant. It has been purchased by the city and is opened for visitors under municipal management. Its façades, both to the east and west, are impressive. The style of construction is Moorish, the minarets and towers flashing in the sunlight, graceful in shape, veritable jewels of architecture in their tropic setting. The building is over 500 feet long, and has as many rooms. It holds a theater, a swimming pool, music and reception rooms. There was beautiful furniture there when it was first constructed, but much has been removed. That it should be well conducted is necessary for its success as a point of interest for tourists.

In the park are some magnificent old trees, giant palmettoes with enormous leaves gracefully bending and meeting overhead, forming an arched walk. An old oak, moss-grown and gnarled — a veritable father of the forest — is at the northeast end of the park.

A drive through the residence section is very interesting, and a visit to the wharves and a large tobacco factory is worth making. There the Oriental color is seen, in the presence of the reader to whom the workmen listen as the cigars grow into shape in their busy fingers.

Excursions may be made to the fortifications, Fort Dade and Fort De Soto, to St. Petersburg and Pas à Grille, out into the Gulf of Mexico, to the south through the Keys, to Sarasota and up the Manatee to Bradenburg, and on through its fairylike reaches into the back country, where

shooting and fishing both abound. Up the Hillsboro is Sulphur Springs, with its beautiful pool flowing 50,000 gallons a minute. Palma Cua Park, Ballast Point, Frazier's Beach and Indian Rock all are attractive points.

The daily newspapers will have information as to railroads, local steamboat lines, excursions, amusements, etc. (Hotels, see list.)

The Tampa Northern Railroad runs from Tampa to Brookville, 50 m. The stations are: **Ybor City** (1 m.); **A. C. L. Crossing,** (2 m.); **Garytown** ($2\frac{1}{2}$ m.); **Hardee** (5 m.); **Flora** (8 m.); **Nowatney** (10 m.); **Stemper** (15 m.); Lake Stemper to the right; **Denham** (19 m.); **A. C. L. Crossing** (22 m.) to Tarpon Springs; **Fivay Junction** or **Tucker P. O.** (29 m.), where connection can be made for **Fivay** on Bear Creek, and **Hudson** on the Gulf; **Loyce** (33 m.); **Enville Junction** (39 m.); **Enville** to the left; **Rural** (44 m.); **Wiscon Junction** (47 m.), and **Brookville** (50 m.).

Tampa is also the terminus of the S. A. L. R. R. (See p. 283.)

From Tampa the railroad crosses the peninsula between the two bays to the southwest and reaches **Port Tampa City** (248 m.), and **Port Tampa** (250 m.). This little city is situated on Old Tampa Bay, on the southwest side of the peninsula. The wharf which marks the terminus of the railroad and from which the various steamboat lines sail was built in 1889, and is 4,400 feet long. During the Spanish war 27 steamships were berthed there at one time. It runs far out

into the bay to reach the deep water. On the pier is built "The Inn," a unique hostelry at sea, where one may fish from the verandas and at night fancy himself on shipboard; but with the growth of shipping The Inn as a sportsman's center has made way for commerce. The bay, however, does teem with fish, and days of fine sport are to be had. The beach of the peninsula is of soft and shining sand and shell-strewn, as are all Florida beaches. The sea wrack comes from even across the Gulf, and beachcombing is always interesting. Long-legged wild fowl stand sentinel-like in the shoal water, and busy sandpipers scurry along after the poor little crustaceans whose favorite state of the tide tempted them out.

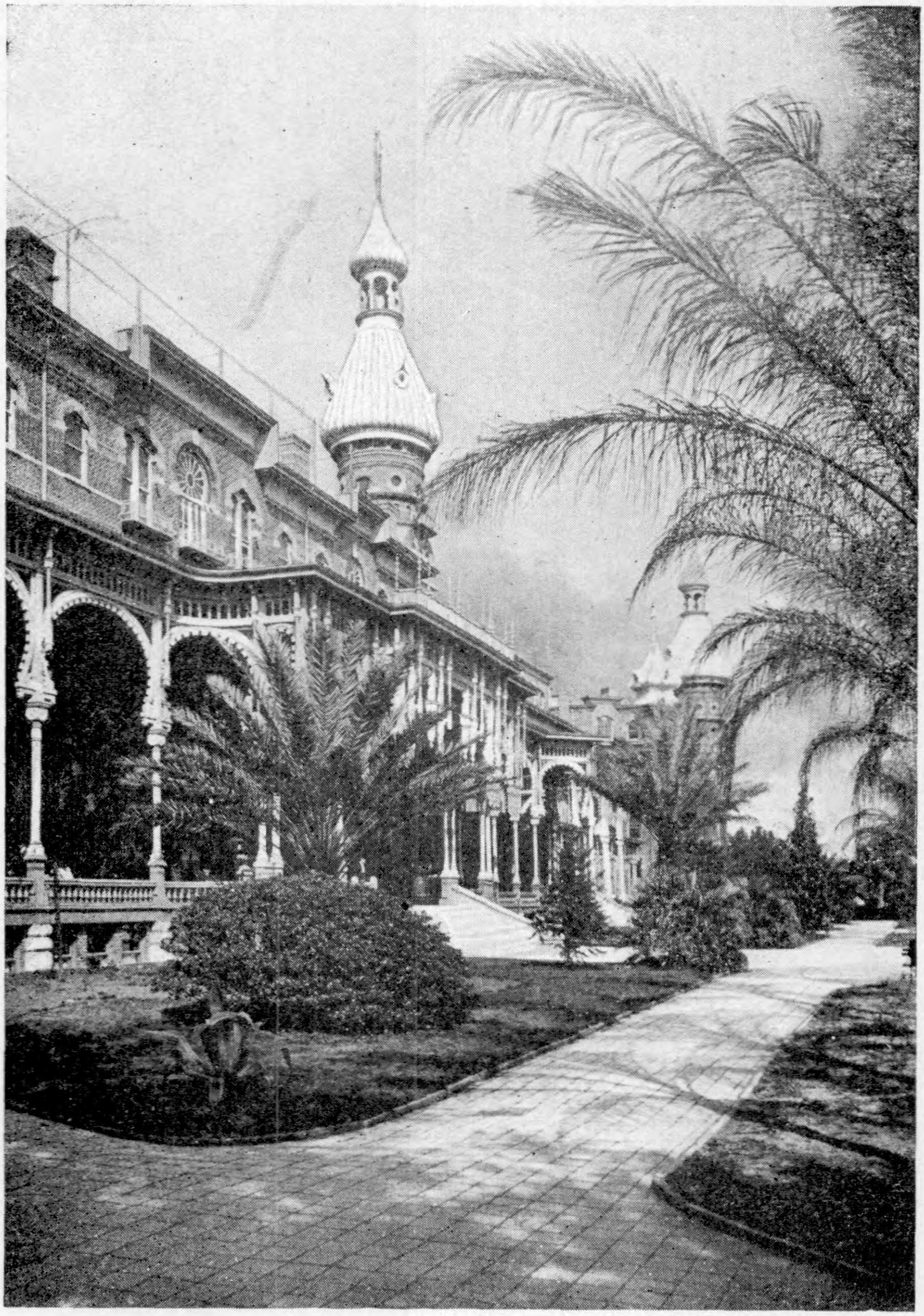
Local information as to the steamship lines starting from here should be obtained.

Jacksonville to Tampa

(Via Seaboard Air Line — 212 m., 15 hrs.)

Jacksonville to Cedar Keys, via Waldo, 127 m., 8 hrs.; Archer to Dunellon, 35 m., 1¾ hrs.; Starke to Wannee, 60 m.; Wildwood to Lake Charm, 70 m., 4 hrs.; Plant City to Placida and Charlotte Harbor, 84 m.; Turkey Creek to Sarasota, 60 m., 3¼ hrs.

Leaving Jacksonville, the country traversed is of no special interest, being a farming section. **Marietta** (m.), **White House** (11 m.), and **Millerton** (14 m.) are small stations. At **Baldwin** (19 m.) is a junction with the A. C. L., and the S. A. L. to Tallahassee diverges here. The way turns



Tampa Bay Hotel

Razorbacks

to the south and passes **Fiftone** (22 m.), **Maxville** (28 m.), **Highland** (30 m.) and **Lawtey** (38 m.) (Hotels, see list.) Farming country with orchards of deciduous fruits. The small "pinto" peaches ripen by early June. Pecan trees do well, and Scuppernong grapes. Strawberries are an abundant crop also.

Starke (45 m.) is in a very prosperous country. (Hotels, see list.)

From Starke a branch line of the S. A. L. runs southwest to **Wannee,** on the Suwanee river (60 m., $4\frac{3}{4}$ hrs.). At **Sampson Junction** (7 m.) the Ga. Southern & Fla. R. R. is crossed. **Clayno** (10 m.), **Brooker** (15 m.), **LaCrosse** (20 m.), **Hainesworth** (23 m.). At **Burnett Lake** (25 m.) is a junction with the A. C. L. **Alachua** (27 m.), **Arno** (32 m.), **Buda** (35 m.), **Central Junction** (37 m.), (**Clark** a junction of the A. C. L.), **Neals** (40 m.), **Williford** (50 m.), **Bell** (55 m.) and **Wannee** (60 m.). Wannee is one of the numerous health resorts of the State, well-known locally and having attractive environment.

Thurston (48 m.) is the next station, and at **Hampton** (51 m.) the Ga. Southern & Fla. R. R. to Palatka from northwest Florida crosses.

Waldo (56 m.) is an old settlement and a thriving town, situated in Alachua county, whose rich soil has made the success of its farmers assured. It is here that the interesting sink country begins. The underlying limestone seems honeycombed and there is a succession of these depressions, most of which are filled with deep water. Some, however, are shallow caves and are inter-

esting to explore. In Alachua county are found extensive deposits of phosphates, rich in phosphoric acid, and mills for preparing this for the market have been established at many points. There are citrus groves of good quality in the neighborhood, and the lakes near by are very attractive.

Waldo to Cedar Keys

A branch of the S. A. L. R. R. diverges at Waldo to **Gainesville, Archer** and **Cedar Keys** (71 m.), with through trains from Jacksonville (127 m., 8 hrs.) This line runs southwest to **Fairbanks** (63 m.), and **Gainesville** (70 m.) a station on the A. C. L., also on the Ga. Southern & Fla. It continues through Alachua county, a prosperous agricultural belt, the underlying phosphate contributing to its fertility. **Arredondo** (76 m.), **Kanapaha** (77 m.) and **Palmer** (79 m.) are all stations for the convenience of farmers.

From **Archer** (84 m., hotels, see list) a branch of the S. A. L. runs through **Williston** (11 m., hotels, see list), **Montbrook** (16 m., hotels, see list) and **Morriston** (20 m., hotels, see list) to the Eagle phosphate mines and **Dunnellon** (35 m., 1¾ hrs.) and the A. C. L. West Coast route is crossed.

Levy county is entered. Long stretches of pine woods, the trees of great size and vigor, are seen. Some lakes and prairies and much of the curious sink formation are passed. There are traces of old plantations. In the fields the still

existing ridges where the cane and sweet potatoes grew are covered with new forestation, some of the trees of thirty years' growth. There are many turpentine farms, distinguished by the prism-like long gashes, with attached cups, on the trunks of the pine trees. Cattle are still raised. In the old days the herds were rounded up with little regard to age or fitness, and sent to the coast to be shipped to the Cuban market. The vandal cowmen here, as in other grazing sections in Florida, set fire to the old and dry undergrowth in the winter for the sake of the tender new grass which springs up afterwards. These fires are very destructive to the standing timber, and in some instances to the houses of the settlers.

Merediths (91 m.) is the next station after Archer. **Bronson** (94 m.) is an old settlement, but being off the line of general travel has made little growth. To the south is Johnson's Pond, where duck shooting is excellent. A little beyond **Lennon** (99 m.) the Wacasassa is crossed. There are two branches, both with extensive cypress hammocks, extending through the adjacent swamps to the pine woods. The cypress here attains great size, some of the knees being five feet above the water. The view in these river swamps is particularly weird and dismal.

Otter Creek (106 m.) is in the midst of a country filled with quail, ducks and deer. The otters of other days are now only occasionally found. There are no public accommodations for visitors, but many sportsmen leave the train here for shooting in the Gulf hammocks to the southeast. **Elizey** (107 m.), **Wylie** (110 m.), **Rosewood** (117 m.), **Sumner** (120 m.) and **Lukens**

(124 m.) are in a country well wooded and with many ponds.

Cedar Keys (127 m., pop. 864) is situated on an island, and is an old town with a good harbor for vessels of light draft. Its chief industry is the mills for red cedar operated by the lead pencil companies, the hammocks along the adjacent coast furnishing the lumber which is here milled to the finished product. Local industries are fishing, sponging and turtling. The two former have been followed for many years in the same manner. The sponge beds here furnish growths of superior quality and the old sponging fleet has been supplemented by the more modern one of the Greeks, who by their lawless and destructive methods have done much to injure the beds and impair the industry (see p. 205). The town is not specially attractive. It has a lighthouse, and is a port-of-call for vessels of light draft, passing freight boats and yachts. There was formerly a line of steamers running to and up the Suwanee river. According to some authorities Suwanee is a corruption of the Spanish San Juan. It is a stream of rare beauty, and is navigable for many miles. It is fed by numerous beautiful springs, and the semi-tropical hammocks along its banks fulfill all the promise of description and anticipation. Small boats can be hired at Cedar Keys to make the trip to the river. Near Cedar Keys are some interesting prehistoric mounds. (Hotels, see list.)

Leaving Waldo **Orange Heights** (61 m.) and **Campville** (65 m.) are passed. **Hawthorne** (71

m.) is a junction with the A. C. L. from Palatka to Gainesville and northwestern Florida. Little Orange Lake lies to the east, and the last of a chain of lakes from this to Lake Lochloosa is crossed just before reaching **Lochloosa** (79 m.).

At **Island Grove** (82 m., hotels, see list) Orange Lake is reached and Orange Creek is crossed at its exit from the lake. Before the freeze in 1895 the orange groves in this vicinity were very extensive, thoroughly cultivated and were most profitable investments. They are now beginning to thrive again. On leaving the lake, **Citra** (85 m.) is reached. **Sparr** (91 m.), **Anthony** (95 m.) and **Silver Springs Junction** (98 m.). From this junction a branch line runs to **Silver Springs** (2 m.) the terminus of the Ocklawaha trip. (See p. 235.)

Ocala (124 m., pop. 4,370) is an A. C. L. junction and an important town with much to interest the tourist. **Santos** (110 m.) and **Belleview** (114 m., hotels, see list) are passed and at **Summerfield** (118 m.) is a branch line to **Weirsdale** (126 m.), one of the most attractive of the lake country resorts. The elevation at the hotel is 90 feet, and a bluff thirty feet high marks the shore line of the lake. The fishing and duck shooting is particularly fine; quail and rabbits abound in the neighborhood, and the charges for guides are very reasonable. Weirsdale has a Boat Club. Excursions to the Ocklawaha upper waters, only six miles away, are made from here. There are trails through the pine woods, carpeted with needles that give out resinous and refreshing odors to the passerby. The climate is particularly dry and invigorating. (Hotels, see list.)

From **Dallas** (121 m.) and **Oxford** (124 m.) the railroad runs to **Wildwood** (127 m., hotels, see list).

From Wildwood a S. A. L. branch line runs through **Orlando** to **Lake Charm** — 70 m., 4½ hrs. This section of the country is one of great beauty. The climate is perfect for out-of-door life, and the succession of lake and forest, stream and cultivated groves, make vistas of fairly-like attraction. At **Leesburg** (11 m., pop. 991), an A. C. L. junction and an interesting town, the hammock groves are of special beauty. Giant palmettoes luxuriate there. The water scenes are a succession of pictures. The lake is bordered by forests and orange groves, beautifully cared for, that grow down to the edge of the water. The town is situated between Lakes Harris and Griffin, in the midst of orange groves and gardens. In these lakes, which are the head-waters of the Ocklawaha, there are still to be found large alligators, and the sport of hunting these reptiles is a novel one. Blackbill, broadbill, wood-duck and mallard abound in the early winter, while on their way South. The great pine woods are the home of flocks of wild turkeys, quail and doves. In the lake the bass grow large, and there are many other fish of the usual kind.

Tavares (21 m.), an A. C. L. junction, is beautifully located and has many of the charms of Leesburg. It is in a well-settled country, and about it are many resorts where the climate, good water, schools and comfortable hotels bring a population of winter residents year after year. (Hotels, see list.)

Zellwood (33 m.) is particularly attractive in its environment and its winter homes. **Apopka** (40 m.) is to the east of the great lake of the same name. There is a low range of elevated country extending north and south here, where the climatic conditions seem to be particularly good. It has been known as a health resort from the time when the Seminoles camped on its shores through the days when the native Florida "crackers" were the sole inhabitants of the place, to the present time, when the whole section is filled with the homes of those in search of health or pleasure. The great extent of the lake makes it seem almost like a sea. The breezes of the pine lands are life-giving and inspiring. (Hotels, see list.)

From here to **Orlando** (53 m.—an A. C. L. junction and interesting point, see p. 261) the way is through similar country. Then it passes through **Winter Park** (59 m.—an A. C. L. station, see p. 260) and **Oviedo** (69 m.) to **Lake Charm** (70 m.) which is in the country closely tributary to the St. John's river, and the beautiful semi-tropical scenery of the waterways there abounds. (Hotels, see list.)

Coleman (130 m.) is the next station after Wildwood on the main line. Then follow **Warnell** (132 m.) and **Panasoffkee** (135 m.) at the southern extremity of the lake of the same name. (A. S. A. L. branch runs eastward from here to **Sumterville,** five miles.)

A branch of the Withlacoochee river is next passed, then comes **Bushnell** (142 m.) and **St. Catherines** (146 m.), the station for **Massacre P.**

O. This name is in memory of the fall here of Major Dade and over one hundred men, who were surprised by the Seminoles and slain on Dec. 28, 1835. Only three of the force escaped alive. The spot where the massacre occurred is about four miles to the north. A monument in the form of a pyramid has been erected in memory of these soldiers at St. Augustine (see p. 121). (An A. C. L. branch crosses here from Leesburg to Croom and Brookville.)

At **Terrell** (150 m.) another branch of the Withlacoochee is crossed, then **Withlacoochee** (153 m.), and **Lacoochee** (156 m.), on the main river, a crossing of the A. C. L. from Sanford to St. Petersburg. **Owensboro** (155 m.) is also a station on the A. C. L. **Dade City** (164 m.) is also a station on the A. C. L., and is situated at the lower end of Lake Pasadena, an attractive though small lake. **Grier** (172 m.), **Abbotts** (174 m.) and **Knights** (185 m.) are all small stations. **Plant City** (189 m.) is a thriving town and a station on the A. C. L. main line to Tampa.

From Plant City a S. A. L. branch runs south through **Trapwell** (4 m.), **Hopewell** (6 m.), **Alafia** (8 m.), **Keysville** (10 m.), **Welcome** (13 m.) to **Bradley Junction** (15 m.), where connection is made for **Pierce** (3 m. north); thence by the Charlotte Harbor & Northern R. R., a local line paralleling the A. C. L. most of the way from Bartow to Arcadia. The stations are: **Fort Green** (15 m.), **Ona** (23 m.), **Bridges** (27 m.), **Kinsey** (32 m.), **Bunker** (39 m.) to **Arcadia** (42 m.) which is also a station on the A. C. L. The next stations are **Nocatee** (47 m.) and **Hull** (52 m.), where the

road crosses the Peace river at the mouth of the Chiloccohatchee, passes through **Charlotte** (68 m.) and crosses the wide Myaka river and enters the peninsula between Charlotte Harbor and the Gulf of Mexico, reaching **Placida** (84 m.), opposite Gasparilla Pass and the open Gulf. Here connection can be made for **Bocagrande** (2 m.) and **South Bocagrande** (4 m.), on Gasparilla Island, and all points south. There are no through trains by this route.

After leaving Plant City, the next station is **Turkey Creek** (194 m.) and the railroad continues through **Sidney** (199 m.), **Brandon** (204 m.), **Limona** (206 m.), **Yoeman's** (209 m.) and **Ybor City** (211 m.) to **Tampa** (212 m.).

Trains are run from Tampa via Turkey Creek (17 m.) to **Sarasota** and **Fruitville** on a branch line of the S. A. L., 83 m., $4\frac{1}{4}$ hrs. Leaving Turkey Creek the way at first is through Hillsboro county, passing **Durant** (5 m.) and **Boyette** (11 m.). The Alafia river is crossed at **Marvina** (13 m.), then come **Balm** (16 m.), and **Willow** (25 m.) on the Manatee river. Manatee county is entered, a county below the present frost line. In 1895, when all of northern and central Florida was devastated, the citrus groves here were untouched. More than three-fifths of the 50,000 boxes of oranges gathered that year were from Manatee county. It has a climate tempered at all seasons of the year by its water protection. Its lands have been developed, and as all of the four predominating Floridian soils — pine, hammock, muck and humus, and prairie — are found

here, the agricultural rank is very high. As in other parts of Florida, where there are no killing frosts, many exotic palms have been introduced, with other tropical trees and vines.

This county was settled in very early days, and the remains of several old plantations are still to be found. The orange groves have trees at least fifty or sixty years old. In the midst of groves of this age can be found the cane rows from plantings before the tree growth began. The county has been a paradise for sportsmen, both on water and land, and there are still many regions within easy reach where game is abundant, and guides and equipment can be obtained at reasonable prices in all the towns. The finished roads are first-class, and they are being rapidly extended so that it will soon be possible comfortably to reach all the larger towns by motor.

In the eastern part of the county are tracts of magnificent pine trees and immense cypress, and along the water courses is a most beautiful forestation of both evergreen and deciduous trees. The whole shore-line of the county is protected by a row of keys, except for a few miles at **Venice** and south of there. The inland waterways communicate with the Gulf by little passes, so both open and sheltered cruising are to be found.

The first town on the border of Manatee county is **Parrish** (32 m.), named for the original settler there. It is very charmingly situated at the south end of a chain of lakes which the railroad skirts before reaching the station. **Erie** (35 m.) is to the south of the railroad on the Manatee river.

Terra Ceia Junction (39 m.) is next reached.

From here a short branch (2 m.) runs to **Palm View,** and the island of **Terra Ceia** (Heavenly Land) (5 m.) is reached from there. This island is absolutely frost-proof and is divided into a number of small holdings. Intensive farming is being done here under most favorable conditions.

Ellentown (42 m.), on the north bank of the Manatee, is surrounded by cultivated lands. Near here was the Gamble sugar plantation, one of the largest of the early times. Large exports of Fuller's-earth are made from here. **Palmetto** (43 m.) is to the west of the railroad, just where it crosses the Manatee river, and is in the midst of beautiful hammock growths. It is a shipping point for early vegetables and fruits, and has all the conveniences of a city — good lights, water, schools and churches. (Hotels, see list.)

Manatee (44 m., pop., 988) is beautifully situated at the junction of two forks of the Manatee river. It is the oldest town in the county, its records extending back to 1841. It is a most thriving place, with the conveniences of a modern city. In the town is a large mineral spring whose waters are much valued by invalids. The surrounding country is full of beautiful homes and is of historic interest. (Hotels, see list.)

Bradentown (45 m., pop. 2,000) was named from the Braden family of planters, and is an interesting little city, situated on the south side of the Manatee, on a high bluff overlooking the river. Unbroken pine forests stretch away to the east, and to the west are the waters of the Gulf. The water-front is very attractive, with gardens reaching to the edge, and little piers and

boat-houses for the use of pleasure craft being built out into the river. It is the county seat, has electric lights, a good water system, paved and well-shaded streets, and good roads extending into the country. The farmer, as a rule, does not live upon his country place, but rather in town, going to and fro as necessity demands. The residences are well-built, and the town is one that invites the tourist to stay. There are the usual out-of-door amusements, to which must be added the boating on the Manatee river.

It was near Bradentown, at the Davis plantation, in 1865, that Judah P. Benjamin, the Confederate Secretary of State, lay for two months, hidden by Capt. Archibald McNeill. Jefferson Davis and his Cabinet had fled from Richmond. Benjamin called himself Charles Howard, and came as far as Gainesville, Fla., in company with Breckenridge, the Secretary of War. Breckenridge then went towards the Atlantic coast, and Benjamin towards the Gulf. After two months at Bradentown, the latter was taken by boat to Manatee. From Manatee to Sarasota Bay he was taken in a horse cart by the Rev. E. Glazier. From there to Cape Florida he was carried in a small sailing boat by Captain Fred Tresca of Manatee. At Cape Florida a larger boat was found, and after hairbreadth escapes from Federal gunboats he finally found safety in the Bahamas. Tresca received $1,500, and was contented with it, although the United States had offered a reward of $25,000 for Benjamin.

A line of steamers runs from Manatee and Bradentown to Tampa. On the river are seen many motor launches during the season, and

these as well as camp equipment, etc., can be hired by the visitor. The way to the Gulf is sheltered and around behind the keys to Sarasota Bay, all kinds of game fish abound. This is particularly a haunt of the tarpon, while manatee still frequent the river. (Hotels, see list.)

Leaving Bradentown we come to **Shell Beach** (47 m.), followed by **Onoco** (48 m.). Here are large nurseries for all kinds of tropical and subtropical flora, very interesting to the northern visitor. The railroad skirts a lake before reaching **Medina** (54 m.).

Sarasota (56 m., pop., 840), is a well-known town, situated on Sarasota Bay. For many years it has been a resort for sportsmen, and its legends of the catches and bags of early days are almost incredible. It has advanced with the rest of Florida, and is now a thriving little city. Its streets are paved, and electric lights, good water, and schools make it desirable. There is a golf course, and this, with other out-of-door games, is very popular. The shooting in the country to the east still draws the sportsman. There are long stretches of flat woods and palmetto shrub, where bear, deer, quail, rabbits and doves are found. There are alligators in the streams and wild-cats in the hammocks. There is no section of the country more ideal for camping.

But it is the Bay that is the greatest attraction at Sarasota. It is twelve miles long by three miles wide, and extends south behind a chain of sheltering keys which almost lock it. The keys are crescent-shaped, have hard, white, sand beaches, and are covered with a growth of palms, palmettoes and exogenous trees. The mainland

shore line is high, and towards the south end, where the town is located, there are residences extending in both directions. The town lies opposite Big Sarasota Pass and New Pass, and the seaward view is very fine, especially at sunset. The waters abound with fish of every sort, from the minnow to the tarpon. The tarpon fishing here is very interesting in the spring, and the delicious stone-crab, clams and oysters are found in abundance. There is an inland way to Tampa Bay, and during the season the waters are filled with pleasure craft of every kind and size. (Hotels, see list.)

Fruitville (60 m.) is directly east of Sarasota. Here the road terminates.

At **Osprey,** on the Bay twelve miles below Sarasota, is the Webb estate, located on a neck of land with much virgin forest growth. Mrs. Potter Palmer has purchased 70,000 acres of land in Hillsboro and Manatee counties, including the Webb estate, which latter will be used for a winter home.

Venice is eighteen miles below Fruitville, situated at the inner end of a little bay, has no keys between it and the open Gulf. The S. A. L. is building an extension to Venice, which is completed as far as **Palmer,** four miles beyond Fruitville.

Englewood is eleven miles below Fruitville on Lemon Bay, situated on the ridge of the coast, while back of it is a region of muck and saw-grass lands. The communication from Sarasota south towards **Hayden** and **Venice** is all by water at present, but an extension of the railroad is planned that will reach this country and open it for settlers.

JACKSONVILLE TO FORT MYERS

(Via A. C. L.—323 m., 12¾ hrs.)

Leaving Jacksonville, the route follows the main line of the A. C. L. Co., by way of **Palatka** and **Ocala** to **Lakeland** (209 m., pop. 3,719). There the road turns to the southeast and connects with the A. C. L's. road from Savannah, via Waycross, Live Oak and Dunnellon. The region is high pine uplands, with many lakes, and is thickly settled, many winter visitors having homes there.

Leaving Lakeland, the first station is **Pauway** (213 m.), then **Haskell** (217 m.) with Lake Hancock to the right.

Bartow (222 m., pop. 2,662) is one of the older towns in the State. Its location is attractive. Life there is conservative and comfortable, and it has much of the charm of a small Northern town, with the added semi-tropical environment and climate. The South Florida Military Educational Institute is located here. There are many pleasant excursions in the neighborhood and the roads are good in the vicinity. Just to the east is Peace river, rising in Lake Hancock and Lake Garfield, and flowing southward to **Charlotte Harbor.** (Hotels, see list.)

The railroad follows the course of the river along the west side to **Homeland** (228 m.), and **Fort Meade** (233 m.), whose name revives memories of Seminole days. This region was a frontier camping ground. (Hotels, see list.)

Connection is made at Fort Meade by a short

line west to **Tiger Bay,** with the branch line from **Winston** (p. 268).

Just beyond Fort Meade, Bowlegs Creek, named for the old Seminole chief, flows into the river. **Jane Jay** (237 m.), **Bowling Green** (241 m.), near which was old Fort Choconieta at the mouth of a tributary stream. This is crossed at **Torrey** (243 m.), **Wauchula** (247 m. Hotels. see list.)

At **Zolfo** (251 m.) the railroad crosses and leaves the river, to **Moffat** (257 m.), and **Buchanan** (258 m.) Charlie Oak Creek is crossed. **Calvinia** (260 m.), **Gardner** (262 m.), **Brownville** (266 m.).

Arcadia (271 m.) is a small town, but one much favored by tourists. The sportsman, the pleasure seeker, the invalid and even the settler all come to the Peace river country. The phosphates from the Peace river section are shipped from here; pebble phosphate is especially rich in vegetable nutrition. A tram line is being built from Arcadia to **Fort Thompson** on the Caloosahatchie, which will open the rich country lying between — the Seminoles' hunting grounds — to the traveler. The tropic growth is luxuriant in the neighborhood, and exploration is interesting with no more deadly weapons than the camera, the net and the chloroform bottle. [Arcadia is also a station on the Charlotte Harbor and Northern R. R.]

Leaving Arcadia, Joshua Creek is crossed, **Nocatee** (275 m.), **Fort Ogden** (282 m.) which has been a settlement since Seminole times, then **Shell Creek** (288 m.) at the mouth of Shell Creek, and **Cleveland** (291 m.). The railroad now fol-

lows the line of the wide river along its southeast shore, which flows into the bay at **Punta Gorda** (295 m., pop. 1,012), situated at the mouth of the Peace river on its southeast bank, and commanding a view of Charlotte Harbor from its wharf. Along the water front there is a long street full of interesting life. Watercraft of all sorts find anchorage here, and the river and bay are filled with pleasure and freight boats. The town has been headquarters for sportsmen for a long time, and for many years was the only place conveniently reached as a point of departure for expeditions to the hunting grounds south and east, and then the waters west and south. Its shops for outfitting and for repairs to sporting equipment are good. The climate is ideal during the winter months. There is no fashionable life here, but many visitors find the charm of the place and its environs so attracting that they come regularly each winter. No sportsman will be disappointed who makes his headquarters here. Guides, boats, and guns and tackle to be had here. (Hotels, see list.)

Across Peace river, **Harbor View, Hickory Bluff** and **Charlotte Harbor** can be reached by boat.

The Gasparilla Passes, Useppa, and Pine Island and many points in the line of keys to the west are of easy access by the waters of Charlotte Harbor. There is also water communication to Fort Myers.

Acline (295 m.) is the next station, **Gilchrist** (308 m.), **Samville** (315 m.), where Lee County is entered, and **Tice** (318 m.) are then passed. The Caloosahatchie river is crossed.

Fort Myers (323 m., pop. 2,463). This is the county seat and real gateway to Lee County, which is a veritable paradise for sportsmen, and since the building of a commodious hotel, The Royal Palm, at Fort Myers, it has also become one of the fashionable resorts of Florida.

Lee County is the largest in Florida, 4,000 sq. m., pop. 10,000. The winter climate is as near perfection for out-of-door life, at all times, as can be conceived. Being so near the tropics, at every season there is luxuriant growth in hammock, by streams' borders, in woodland, on prairies and in swamps, but a tender spring green begins to appear in December, and during the four following months, the flora is at its best.

The attractions of the country are so varied it is impossible to describe them. From the mimosas, the pitcher plants and kindred carnivorous plants, to the viviparous mangroves on the keys with the parasitic neighbors, the oysters, clinging to their roots; from the lone vines and "wait-awhiles" to the lianas that embrace and kill forest kings; from the "bonnets" afloat on the waters to the blue hyacinths that carpet the rivers, and from cacti through glorious glossy leaved magnolias and citrus trees in the gardens to stately date palms, there is a succession of growing things to delight the eye and interest the mind of the visitor. Cattle raising has been a leading industry in the county from the time of its first settlement. The sea coast is one of many indentations, and the line of keys guarding its edge adds many miles of water border. Beautiful shells are found in abundance, and most interesting sea flora.

The historical interest centers in the forts in the county, which were the seat of military operations during the Seminole War. It was at Fort Myers that the brave chief Billy Bowlegs made his submission, and ended hostilities with the Seminoles. It was during the Second Seminole War that General Winfield Scott Hancock was stationed as Quartermaster at Fort Myers. He planted the date palm, one of the largest in America, near the house in which he lived, and which is still standing.

Fort Myers is situated on the south bank of the Caloosahatchie river, here 1½ miles wide — 18 miles from the Gulf — and is a most picturesque and attractive town. A well-built sea-wall makes the water front very "sightly." The prosperous marine ways and boatyards tell of the extent of both business and pleasure water life. The streets are well paved and there are cement walks in every direction. The trees that shade the streets and grow in the gardens of the homes of winter residents are splendid specimens. Poincianas, tamarinds, avocadoes, mangoes, sapadilloes and citrus trees, guavas and dates, camphor and gum trees, oak and magnolias, palms of all kinds, are a few of the many found here.

There was a settlement of wealthy cattlemen here before the coming of the tourist, and their homes, even in those early days, were comfortable and even luxurious. The most distinguished winter resident is Thomas A. Edison, and Fort Myers is claimed as the birthplace of the phonograph.

The town has good water and drainage, electric lights, facilities for driving and motoring, but

the roads for the latter are very few. There are good schools, and the markets are good. There is much to interest the tourist, and the whole county is tributary to Fort Myers in furnishing amusements for visitors. Excursions can be made to all the keys and to the rivers that are tributary to the bay.

The fishing and shooting to be had from this point are the best in all Florida. The tarpon fishing in and about Charlotte Harbor and its Passes is worthy of its high repute (p. 81). The Hotel Royal Palm has been built, like its larger compeers on the East Coast, to give every comfort to its guests. Fishermen and sportsmen in search of game on land come from all parts of the world, men and women, for the tarpon fishing, and for the bear, pumas, deer, duck and quail of the near-by fastnesses. (For other hotels, see list.)

Excursions

The Yacht and Country Club, with a membership of three hundred, is up the river from Fort Myers on the shell boulevard, past Orange river to Fort Thompson. There are grounds of forty acres, a wharf 500 feet long, golf links, tennis, croquet, basket- and baseball grounds, and gun traps and ranges. The grounds are well planned, and planted to well-selected flora. On going down the Caloosahatchie river there are many oyster reefs, and through the wide stretches of shoal water the channel is narrow, but well staked. Vast pine forests stretch away on each side, and the view, though extensive, is monotonous.

Punta Rassa, "Flat Point," a little town situ-

ated on a point of land just south of the river's mouth, was originally called Fort Dulany after an officer in the First Seminole War. This has always been a shipping point for cattle, and this industry still continues. Large herds in charge of cow men roam on the mainland, descendants of the small, oldtime cattle but little improved by introduced strains. The submarine cable to Cuba starts from here. Sportsmen find it a good point from which to make excursions. The intrusion of a fashionable element sends some of the old visitors to places less conventional in environment, but Punta Rassa is still holding the charm of a frontier town.

San Carlos Bay. The boat leaves the river and crosses to Sanibel Island, 14 m. long, 3 m. wide, lying east and west. At the eastern end is the lighthouse. It is a flat island, with a sparse growth of palms. On the bay side are mangrove and white sand stretches; on the gulf a firm hard sand beach without undertow. The shells to be found are very beautiful and many of them rare. There are several hotels on the island. Its winter visitors are fishermen, and tourists attracted by its climate and the facilities for out-of-door life — bathing, shooting, fishing, and sailing. There is a pleasant drive of five miles down and across the island. The hotels are on both the bay and gulf sides of the island.

The boat then goes northward, leaving **Pine Island** to the east. It extends from San Carlos Bay on the south to Charlotte Harbor on the north. There are several settlements on this island, and fishermen visit it because of the good sport to be found near its shores, especially on

windy days. There was a curious aboriginal burial ground on a sand spit here, where were found many skeletons, celts of iron probably meteoric, arrowheads of chalcedony, and a silver pendant.

To the left as the boat passes Pine Island, separated from **Sanibel Island** by Boca Ciega Pass is **Captiva Island.** There is a post office and hotel here (hotels, see list), and many sportsmen come for the fishing in the adjacent waters. Captiva Pass, with its view of the Gulf, separates Captiva Island from **La Costa,** where there is a ranch of market fishermen. On the right are **Bird Island** and **Useppa Island.**

Useppa Island contains about 100 acres and is very picturesque. It is higher than the seaward islands here and has more forestation. Its accessibility, climate, and unique location attract many visitors, and on the northern extremity a hotel has been built, which is frequented by many enthusiastic fishermen from all over the world. It is conceded that the tarpon grounds about Bocagrande, north of La Costa Key, are the best to be found anywhere. A launch is run daily from the hotel to these grounds. Useppa can be reached from Arcadia to Placida by rail, then to Bocagrande by boat, or from Fort Myers by boat all the way.

North of Bocagrande Pass is **Big Gasparilla Island.** On this is the town of **Bocagrande,** which lies nearest to the most famed spot for tarpon taking of all the towns about. There is a comfortable hotel, and here gather the fisher clan daily during the season. The waters of the whole harbor swarm with other fishes that are

not unworthy quarry. The beaches are strewn with beautiful shells and other sea wrack, and the sea flora is particularly vivid in coloring here. Oysters, crabs and clams abound, and are added to the menu. At the northern end of Gasparilla Island is the pass of the same name, then comes **Little Gasparilla Island** with mud flats surrounding it, swarming with pelicans, gannets and gulls, and overhead in the cobalt sky men-of-war hawks are sailing, pirates of the air and sea both. An Indian mound was explored on this key. The way is open from here along the coast toward Sarasota.

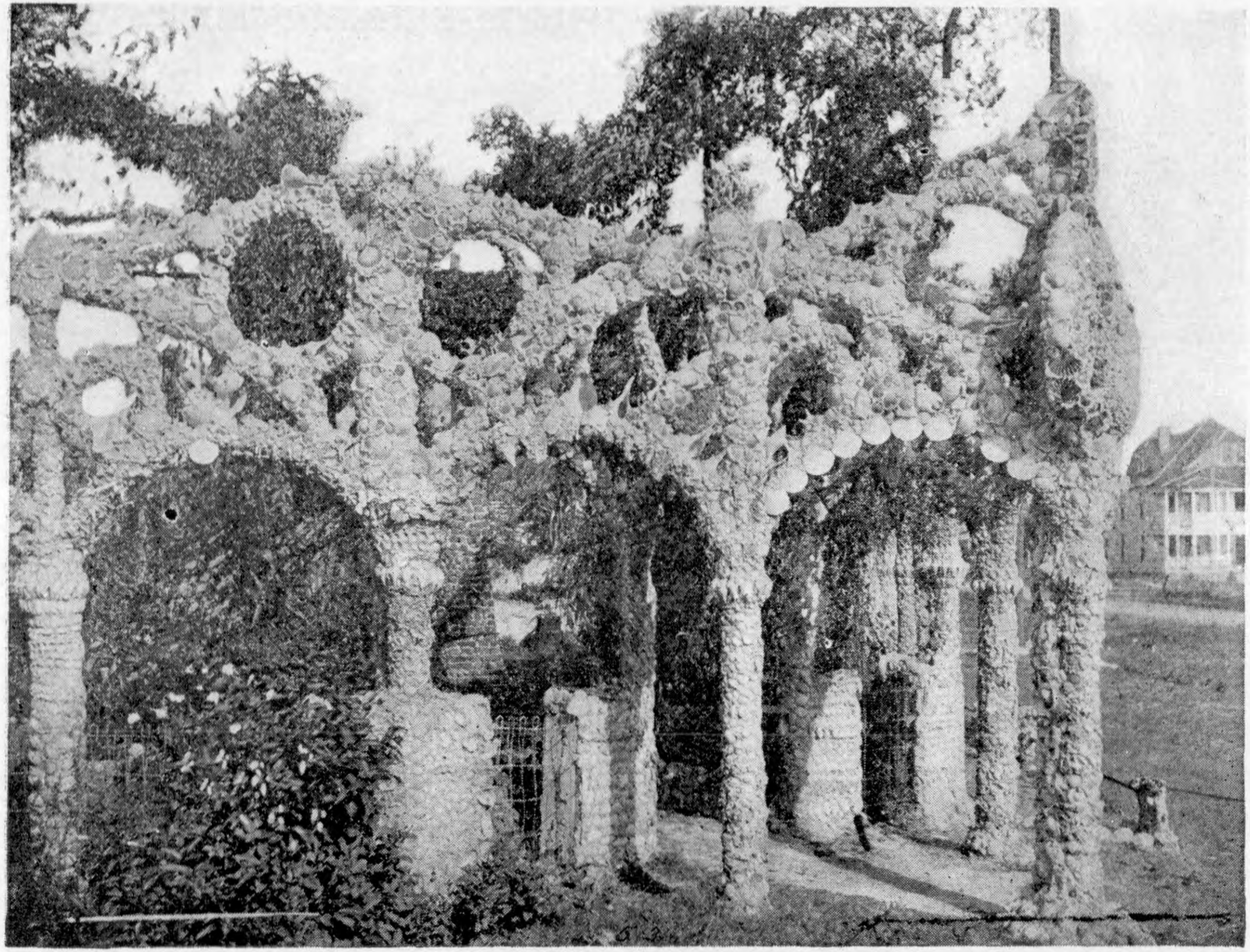
The boats of the Kinsie Bros. Line make a round trip from Fort Myers by way of the points and keys mentioned to Pineland on Pine Island in one day, and it is an excursion recommended to the tourist. To the south, 30 miles away, is **Naples** on the Gulf, a settlement of Kentuckians. Hon. Henry Watterson for many years has made this his winter home. His partner, Mr. Haldeman, spent half a million of dollars in improving the locality, a handsome hunting lodge was built, cottages, a wharf, and various improvements made. For many years life there was of the sort lived on Jekyl Island, Ga. After the death of Mr. Haldeman the place was opened to the public as a hotel, and there were many sportsmen and families who returned each winter after their first visit. In the severe storm of 1910 the wharf was destroyed, and also the hotel. A new hotel will be erected later, but (1912) there is no accommodation of that kind now. The beach at Naples is unexcelled for surf bathing, and life there

is free from all conventional restraint. **Estero Pass** on the way to Naples is a famous fishing point.

From Naples the way is short to **Marco Pass,** 14 m. On the islands on each side are groves of cocoanut trees. **Marco Key** (15 m.) is a high island with good soil, and there are plantations and groves there, all thriving. The town of **Marco** is on the northern shore looking out on Collier Bay. There is good fishing all about, and the shooting is excellent. (Hotels, see list.) There is also a marine ways here. To the yachtman all these waters are a veritable paradise. There is a store at Marco where supplies can be bought. **Howe's Island** is also the site of plantations, and landings can be made. The same configuration common to all the islands is found — white sand beach, mud flats, and mangroves making new land.

Caxambas Pass separates Marco from **Caxambas** Islands. There is a pineapple plantation of great extent on this island, and vegetables are raised here in profusion,— Jamaica sorrel, guavas, figs. Game is abundant, and fish of every kind abound. On most of the islands there are traces of aboriginal Indians' visits. The pendants and shells found on Marco are very curious, and an object of wrought-wood has held antiquarian's interest.

From Marco, south, the only way for public travel is by the mail launch which leaves Marco on the arrival of the mail, for Caxambas and Chocolaskee — but this is ideal cruising ground for small or light draught boats. In fact, all of the Coast waterways from Tampa Bay down



Shell Fence at St. Petersburg

Tampa Post Office and Custom House

to Cape Sable, and from there around and up the East Coast to Fernandina, are most interesting and unique (see p. 323). (At all ports boats can be hired for short cruises, but at Tampa, Fort Myers, and especially Miami, there are many to be had, of every size, model and kind.)

THE CALOOSAHATCHEE RIVER

The Caloosahatchee river is one of the most interesting waterways in Florida. Its name "Crooked River" tells of its winding course. Its semi-tropic latitude makes for a wealth of flora that is seen on no other navigable waterway in the State. The 45 miles from Fort Myers to Fort Thompson are all replete with interest. [A line of steamers makes two trips daily from Fort Myers to Fort Thompson (45 m.). Meals and staterooms on board.] From its mouth to Fort Myers it is not beautiful; long mud flats and narrow channels with stretches of uncovered sand and oyster bars at low tide are uninteresting. The fringing distant pine woods show none of the beauty a closer view would discover, but the banks approach each other suddenly just above Fort Myers, and the river is not more than a quarter of a mile wide there.

The steamer passes along the town's water shore, past the Country Club grounds and wharf, and the mouth of Orange river. [Up this river is **Buckingham.** This stream is navigable and of rare beauty (10 m.).] **Upcohall** on the south bank is the first stop. The scenery has been made diversified by the clearing away of the growth of forest along the river in places where now are beautiful citrus groves and pineapple farms. The mirroring water, the garlanded live and water oaks, stately palmettoes, willows, the wild sapadilloes, the feathery palms, the wild

tamarind, gumbolimbos, swamp bays and climbing vines and cypress, orchids, the undergrowth of ferns and shrubs, make a varied and ever charming scene. Birds accent the picture.

Rialto (16 m.), then **Caloosa** (19 m.), **Owanita** (22 m.), and **Alva** (23 m.), all on the north bank, are passed. The stream is deep and narrow, and the banks high. There are legends of prehistoric people. Mounds, sherds and celts are found, and are interesting points for the ethnological student. Game is known to be roaming in the country back from both sides of the river. To the northeast is the Big Cypress, to the south and east the Everglades and the Okaloacoochie Slough and the site of old Fort Simon Drum. The winding river seems to be leading out of present into past and primitive times. The vegetation becomes more luxuriant, the river more winding, and an occasional alligator is seen or heard slipping from his sunning place into the water.

Fort Dinand (33 m.) was a depot of supplies during the First Seminole War. **Turner's** (38 m.) is in the very heart of this beautiful region. At **La Belle** (43 m.) there is a steel bridge crossing the river. The river is very beautiful here, and the country home of Senator Hendry was the pioneer estate in this neighborhood. Post office, La Belle. (Hotels, see list.)

Fort Thompson (45 m.) is the terminus of the steamer line. Here the vegetation is particularly beautiful, and the country round about is a veritable land of delight for the sportsman. The varied scene, the long reaches of greenery of every kind, the sheets of water with pic-

turesque tropic islands, the knowledge that the feathered, furred, and finned inhabitants of land and water have been practically undisturbed by civilized man, enhance the charm to the sportsman and tourist. The hotel is comfortable, with good water, electric light, and telephone to Fort Myers. A park of 8,000 acres belonging to the hotel is open to its guests for shooting, fishing, and woodscraft. Guides and equipment can be procured. Lake Flirt lies to the east, an attractive body of water. A canal has been dredged from here to Lake Hicpochee, and from there through Big Saw Grass to Lake Okeechobee, but it was not well done and did not meet the purpose of its construction, but water communication between the lake and Fort Thompson is maintained by it. A large mound to the north between Lake Flirt and Hicpochee and remains to the south show the occupation of this section by aborigines.

JACKSONVILLE TO ST. PETERSBURG

(Via Atlantic Coast Line — 175 m., 12 hrs.)

Rochelle to Palatka, 40 m., 1½ hrs.
Ocala to Homosassa, 48 m., 3 to 4 hrs.
Ocahumpka to Yalala, 23 m.

From Jacksonville to **Baldwin** (19 m.) (see p. 274). The line then turns to the southwest and passes **McPherson** (27 m.), **Turkey Creek** (29 m.), **Bessent** (31 m.), **Sapp** (38 m.), **Ellerbee** (42 m.), **Raiford** (45 m.), **Varnes** (48 m.), and reaches **Lake Butler** (52 m.), situated on the south shore of the lake of the same name (one of three in the State). The Ga., Southern & Fla. Railroad crosses here from Lake City to Palatka.

Heirs (59 m.) is the next station. **Worthington Springs** (61 m.) at a spring tributary to the Santa Fe river, is a resort, the waters are tonic and of value in anemic conditions. It is a beautiful country about this spring; pine woods, hammock and the river, with its semi-tropical flora, but there is no special accommodation for tourists. The Santa Fe river is next crossed. **Santa Fe** (64 m.) and **Haynesworth** (68 m.) follow. **Burnett's Lake** (71 m.) is a junction point for the A. C. L. from Palatka to **High Springs**; a branch connection to **Newbury** and **Perry**, and is also a crossing point for the S. A. L. from **Stark** to **Wannee.**

Alachua (72 m.) is situated in the midst of a farming country. The peculiar formation of the land in Alachua county makes a very fertile and

well-drained soil. The porous limestone, subterranean streams, the phosphate deposits, the "sinks" and extensive prairies, all afford an interesting page in the earth's book to the tourist interested in geology. Prosperous plantations have existed in this neighborhood dating from the time of the Seminole pacification. (Hotels, see list.)

Hague (74 m.), **Paradise** (80 m.), and **Gainesville** (85 m.), a well governed and prosperous town. The agricultural prosperity of the country about it, the turpentine and lumber interests and varied industries contribute to its commercial importance. Its sanitation and public improvements are good. It is of more interest to the settler than to the winter visitor. The East Florida Seminary and Military Institute afford good educational facilities. (Hotels, see list.) The S. A. L. from Jacksonville to Cedar Keys (p. 278) crosses here and there is also a line south to **Fairfield.**

The railroad turns eastward, Paine's Prairie is crossed to **Kelly's Mills** (92 m.). The southern end of Lake Pithlachoco is skirted to **Rochelle** (94 m.).

An A. C. L. branch line from **Rochelle** to **Palatka** (40 m., 1½ hrs.) passes through a section of country diversified by pine woods and cultivated lands, with occasional lakes, hammocks, streams and stretches of swamp. The stations are: **Hawthorne** (9 m.), **Edgar** (18 m.), **Interlachen** (22 m.), most charmingly situated, **Hollister** (27 m.), **Francis** (35 m.) and **Palatka** (40 m., p. 224).

The way now turns to the south. **Micanopy Junction** (100 m.) where an A. C. L. branch line diverges to **Micanopy** and **Tacoma** (10 m., ¾ hr.).

Evinston (102 m.), **Boardman** (103 m.) and **McIntosh** (105 m.) all lie to the west of Orange Lake, and **Orange Lake** (107 m.) is on its shore. At **Proctor** (108 m.) an A. C. L. branch line runs to **Citra** (6 m., 25 min.). **Reddick** (111 m.), **Lowell** (114 m.), **Martin** (117 m.), **Kendrick** (121 m.), and **Mount Tabor** (123 m.) are passed.

Ocala (124 m., pop. 4,370), is the county seat of Marion county, and is one of the most attractive and prosperous of the smaller towns of the State. Its situation on high land, with good drainage, makes it healthful. The water supply is good. There are all the conveniences of modern city life added to an environment of semi-tropical gardens and luxurious forest growth. The streets are paved with brick, and are wide and shaded by magnolias, bays, oaks, elms, maples and gums. There is much social life here during the winter — amusements of all sorts, both in and out-of-doors. Motoring, driving, tennis and a round of country sports fill the days — and fêtes in the moonlight, dances, and lectures and plays succeed each other evenings. The richness of the county has made Ocala prosperous and there are many men of wealth who are year-round residents.

While there is good shooting in the country near by, it is not so much a factor in the life here as elsewhere in Florida. The soil and subsoil vary from pure sand to waxy clay, and the land is undulating and well-drained. The best farming lands are a rich loam, and there are

muck and humus lands in some parts of the county which are admirably suited for growing vegetables, and truck gardening is a large industry.

Through the pine woods roam large herds of native cattle, and the good grazing has caused a development of the cattle industry. Stock farmers are importing good beef and dairy animals. There are large herds of pure bred swine, and great progress is being made in the improvement of the "razor back." Sheep also do well, and there are many flocks in the county. Driving, coach and saddle horses, and mules are also reared. Poultry thrives, and chicken farming is a growing industry. Turpentine farms abound and lumber mills are well supplied with material.

Phosphate mines were first discovered in this county about twenty years ago, and the ore is of very high grade and finds an eager market. The limestone deposits in the county have only a light overlaying burden, and many thousand barrels of lime are burned each year.

The county was a vast forest primitively, with yellow pine, cypress, oak, ash, gum, hickory, magnolia, bay, iron-wood, elm and maples, with many wild oranges and lemons. The hammocks that have not been cleared are groves of splendid trees. Walks through them, with their vines, mosses and shrubs, and semi-tropical undergrowth, are most interesting. There are many small lakes in the county, most of them free from marshy banks, their water clear and filled with fish — trout, bass, perch, sunfish and bream. About these lakes are many winter residences, and in the little villages accommodations for

winter visitors are found. Orange Lake and Lake Weir are both beautiful sheets of water. Lake Weir, with its bluffs of forest and citrus groves, its white sand, and blue transparent water, is particularly attractive.

The Ocala Forest Reserve, of over 200,000 acres, created by President Roosevelt, in the eastern part of the county, is a finely wooded region containing many beautiful lakes. There are miles of good hard-surfaced roads, built of clay and limestone, leading in every direction through the county. Excursons can be made to the lakes in the vicinity, to Silver Springs and then to Conner where the Ocklawaha can be crossed. The upper part of the Ocklawaha is seldom visited, but the semi-tropical jungle, hammock and swamp are very beautiful, and can be reached by the Sharp's Ferry road. (Hotels, see list.)

The S. A. L. from Jacksonville to Tampa (p. 253) has a station at Ocala, and from **Silver Springs Junction** there is connection to **Silver Springs** (6 m.), the terminus of the Ocklawaha trip (p. 236).

The A. C. L. branch line to **Homosassa** (48 m., 3 to 4 hrs.) starts at Ocala. Connection is made at **Ocala Junction** (1 m.) with the through trains from Jacksonville to St. Petersburg. The road passes through a well settled country, slightly rolling gardens and sandy stretches, and fine yellow-pine woods, where turpentine farmers and sawmills have been at work. **Agnew** (4 m.) and **Martel** (9 m.) are both on the hard-surfaced road to **Juliette.** Three miles northwest of Martel is **Cotton Plant,** an old settlement. **York** (13 m.),

one mile south of its station, on a branch of the Ocala & Southwestern R. R. **Leroy** (14 m.) is in the phosphate country. Though there are many lakes and ponds there are no swamps here, because of the subterranean drainage, and **Rock Springs** (17 m.) is in a healthy locality. North of here (5 m.) are the Eagle Mines, where some of the most productive of the phosphate beds are found, the rock being especially rich in phosphoric acid. At **Juliette** (21 m.) the railroad joins the A. C. L. main line south — the West Coast Route — and after passing **Romeo** (23 m.) (**Rockwell P. O.**), it reaches Dunnellon (26 m.) on the north bank of the Withlacoochee river. The original mine here, discovered in 1889, is producing large quantities of phosphate-bearing rock which is all exported.

The river is crossed at **Gulf Junction** (27 m.), where the road diverges, from the West Coast Route, to the southwest. **Citronelle** (34 m.) and **Park Place** (38 m.) are followed by **Crystal River** (40 m.), a popular resort for sportsmen. The little town is on the river, which is navigable from its mouth (12 m.). It empties into the Gulf at Sweetwater Keys. To the north 10 miles, is the mouth of the Withlacoochee river, an interesting stream with wooded banks, winding and deep, much frequented by naturalists and sportsmen. (Hotels, see list.)

Homosassa (48 m.) has been long a resort for sportsmen in search of pleasure, both afield and afloat. The old mansion house of U. S. Senator Yulee was here. Senator Yulee's name was formerly Levy, an act of legislature giving him his new name. Levy county was named for him.

He was an active figure in Florida politics thirty years ago. The old mansion has been transformed into a hotel. In the old times there was a very prosperous plantation life around Homosassa. The town has grown in favor until now there is a large winter population. It is situated 10 miles from the open Gulf, on the river. It has shady streets, and the semi-tropical flora, and winter cottages of yearly visitors. (Hotels, see list.)

The river is navigable to the Gulf. Cedar logs, cut from the adjacent hammocks, are rafted down and then taken to Cedar Keys for the mills there (p. 278). From the town for four miles the way is between shores covered with a dense growth of cabbage palms and luxuriant hammock of hard woods. Then the river winds through coralline islands, and is studded with oyster bars. To the north, 5 miles, around **Martin's Key** is good fishing. To the south is the Chassowikee river (10 m.). There are many black rocks, "nigger heads," making the way dangerous, and the same impeding oyster bars in the channel, but it is a favorite place for visitors. The river itself is worth exploring and rises from a spring of great beauty. Further on is **Bayport** (10 m.) at the mouth of the Weekinachee river, an old settlement with a history of activity in the blockade times during the Civil War. There are lemon and orange trees in the neighborhood. The spring in which the river rises is 50 feet deep and is filled with fish and aquatic plants. The rainbow hues of all objects beneath the water make them a very curious and beautiful sight.

From Ocala the railroad passes to the south through a beautiful lake country, filled with orange groves, gardens and cultivated lands; passes **Eichelberger** (130 m.), **Montague** (133 m.), **Welshton** (136 m.), **Chandler** (139 m.) on Smith Lake, **Ocklawaha** (142 m.) and reaches the east shore of Lake Weir. Here are numerous small stations, all environed with country places, and charming villas. **Weir Park** (142 m.), **East Weir** (145 m.), **East Lake** (146 m.) and **Weirsdale** (147 m.), from where a branch line connects with the S. A. L. at **Summersfield,** nine miles away.

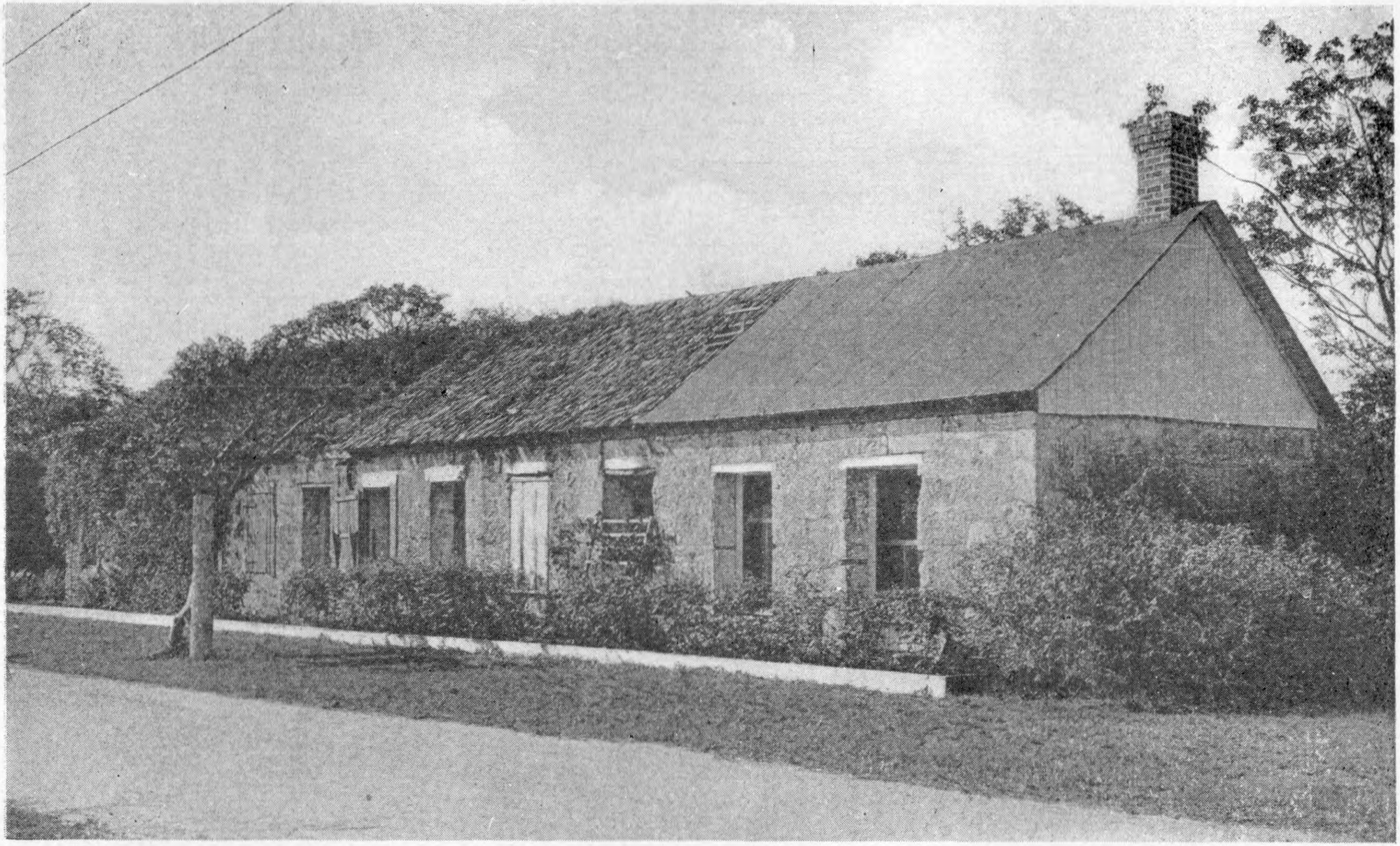
Conant (149 m.), **Lady Lake** (152 m.) and **Fruitland** (157 m.) are passed to **Leesburg** (160 m.).

Leesburg (pop. 991), charmingly situated between Lake Harris and Lake Griffin, is one of the most attractive residential towns in this State. It has all modern municipal improvements, and all the attractions of other cities in the lake district. Its business interests are extensive and its social and educational advantages good. The Florida Conference College is located here. (Hotels, see list.)

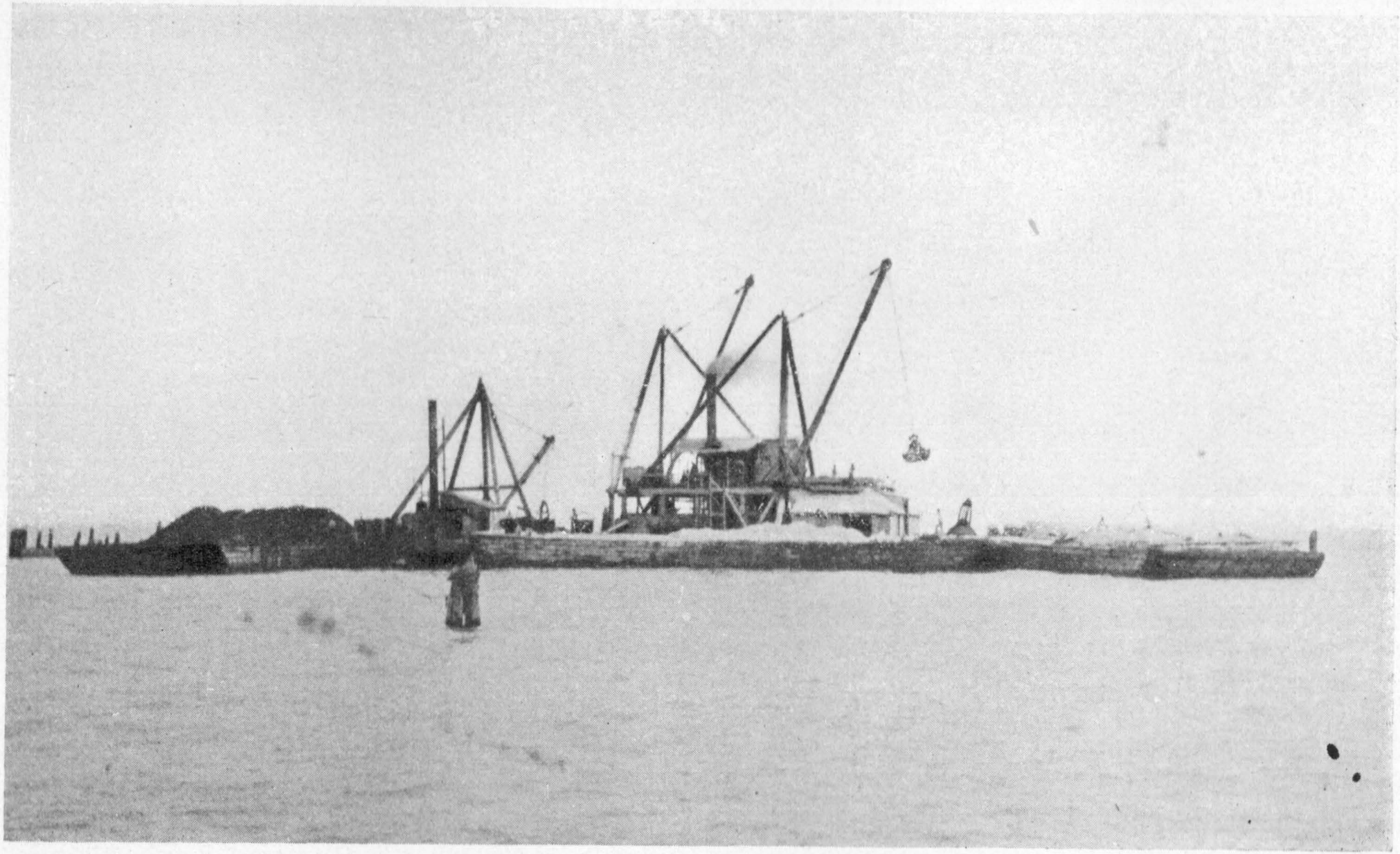
The S. A. L. from **Wildwood** to **Lake Charm** (70 m.) crosses at **Leesburg,** and a branch of the A. C. L. runs to **Astor** and **Sanford** (p. 229).

Leaving Leesburg the railroad passes along the west side of Lake Harris, through beautiful country to **Corley's** (162 m.) and **Helena** (163 m.).

At **Okahumpka** (165 m.) an A. C. L. branch line runs to **Yalala** (23 m.) along the south shore of the lake, crossing a little river (5 m.) on which there are several settlements. **Waldemere** (9



Old Fort Dallas, Miami



Concrete Mixer

m.), **Bloomfield** (15 m.) and **Yalala** (23 m.) on the lake shore.

Cason (170 m.), **Center Hill** (174 m.), **Webster** (179 m.) and **St. Catherines** (184 m.) where the S. A. L. south crosses.

At **Croom** (190 m.), the A. C. L. West Coast Route to Tampa has a station, and an A. C. L. branch line extends to **Brookville** (10 m.) a thriving little town from which a local railroad — Tampa Northern — has lines, one to the west to **Tooke Lake** (15 m.), and one south to **Tampa,** having a branch at **Fivay Junction,** connecting with **Fivay, Hudson** on the Gulf, and **Sagano.** From Fivay Junction it runs to **Drexel** on the A. C. L.

The way is now along the main West Coast Route by **Oriole** (193 m.), **Bay City** (195 m.) to **Trilby** (199 m.) a prettily situated little town on the border of Lake Du Maurier. The streets are named for the characters in the novel from which the town takes its name. An A. C. L. branch line from Sanford ends here.

The railroad now turns to the southwest and passes **Lenard** (101 m.), **Blanton** (103 m.), **Chipco** (107 m.), **St. Leo** (111 m.) where the St. Leo Military College is located, **San Antonio** (113 m.), **Pasco** (115 m.), **Shingleton** (118 m.), **Ehren** (22 m.), **Drexel** (226 m.) where the Tampa Northern crosses, **Odessa** (232 m.) to **Keystone Park** (236 m.). A small creek and the northern end of Lake Butler are crossed.

Tarpon Springs (243 m.) is a most picturesque town and is the center of one of the most famous hunting and fishing districts in Florida. It is

a mile and a half from the Gulf, and the springs are supposed to be the outlet for the beautiful Lake Butler, which lies east of the town. They bubble up from an apparently bottomless hole with ragged edges which prevent sounding — a depth of 200 feet has been reached by the line, when an obstruction was met; on being loosened it dropped a little farther, and broke. The water ebbs and flows synchronously with the tide's rise and fall. There are many winter residents, and the cottage life is a feature of the place. (Hotels, see list.)

The surrounding country has been a resort since the times of the aborigines, whose mounds for burial and kitchen middens are found on the mainland and on Anclote Keys, opposite **Anclote** at the mouth of the river in the Gulf. There is at Anclote an old mill dating from Spanish times, and all about are traces of occupation by more recent proprietors. Two miles to the north is the estate of the Duke of Sutherland. **Sponge Harbor** on the Gulf near by has long been the seat of an extensive sponging industry. These points can be reached by boats. An interesting excursion can be made also up the river, the semi-tropical flora and luxuriant growths being at their best in the winter season. The river is narrow, deep and winding and near its source is a beautiful sulphur spring. There are many amusements. Guides and boats may be hired, and from long usage the facilities for hunting and shooting are of the best sort.

Sea Side (246 m.), then **Sutherland** (248 m.) a favorite winter resort and the site of the Southern Methodist College.

At **Ozona** (249 m.) the railroad enters Pinellas Peninsula, lying between Old Tampa Bay and the Gulf of Mexico. The town is on the shore of Clearwater Harbor. Opposite, to the west, is Hog Key, the first of a chain of keys to the south, making a sheltered waterway for fishing and cruising.

Dunedin (253 m.) is in a most attractive location on a high bluff on the mainland, and is a sportsman's resort. There are many interesting prehistoric remains in the neighborhood. Clearwater Pass, a narrow way to the open gulf between St. Joseph and Clearwater Key, is opposite the town.

Clearwater (256 m.), is a thriving town and much frequented by tourists. (Hotels, see list.)

At **Belleair** (257 m.), Belleview Hotel is large and fashionable and around it centers the social life of Pinellas Peninsula. Its site is ideal, on a bluff, the highest point, midway of the peninsula. The land breezes from the east are tempered by the waters of Old Tampa Bay and then softened by their transit through the fragrant resinous woods to the east. The hotel provides many amusements for guests, and as at Miami and Fort Myers, the extremes of life — conventional and unconventional — meet. The climate has much of the sweet softness of that of the towns farther south, with just a little more coolness in the air. In the early winter (January and half of February) there are days when warm wraps are comfortable. The Harbor to the west is filled with boats, and no more ideal spot for bathing, sailing, motoring and rowing can be found. The way is shoal to the south behind

Sand Key, but the Gulf can be reached by Little Clearwater Pass.

The railroad now leaves the coast and traverses highlands toward the southeast with open pine woods and hammocks. **Armour** (258 m.). **Largo** (260 m.), (hotel, see list) pretty lake to the west, **Lellman** (269 m.) and **St. Petersburg** (274 m.) to **St. Petersburg Wharf** (275 m.) on Tampa Bay, the terminus of the railroad.

The location of **St. Petersburg** (pop. 4,127) on the east side of the Pinellas Peninsula on the shore of Tampa Bay is ideal. Its growth has been phenomenally fast. It was a mere hamlet with not 300 people in 1890; 1,575 was the census mark in 1900; now the winter population is fully 20,000. Naturally the town has kept pace in civic progress and there is every modern requisite for comfortable and luxurious life indoors. The streets are well paved, the shops are filled with merchandise of the best sort. The markets teem with the first fruits and vegetables of the season; tropical fruits abound. Game of every kind is to be had, and sea-food of every variety to be bought is at its best. Amusements of all sorts are provided for the visitors. Sportsmen find it easy to make excursions afield and afloat, and come back to absolute twentieth century comfort; the preserves on sea and shore are at the very door of the town.

The view of the town rising away from the water is a very attractive one. There are many orange groves and plantations about the town. Winter homes are built in the midst of gardens along the line of the street cars and on the water front. Semi-tropical fruits grow in profusion,

and through the open high pine woods are the citrus groves of year round residents. There are many interesting Indian mounds and remains in the neighborhood.

The waters about are famed angling grounds. The tarpon season brings its specializing sportsmen, but all winter good sport awaits the fisherman. Boats can be hired, guides and equipment also. To round the point, passing out with Egmont Key Light to port, into the Gulf and along by Mullet, Arenosa and Pine Keys, going behind Long Key to Boca Ciega Bay, is a cruise that is rewarded by the fish, the birds, shells and natural beauty that are found on the way.

There is no large resort or town on the West Coast so completely given up to the winter visitors as St. Petersburg. (Hotels, see list.)

There is an electric railroad to Boca Ciega Bay by which connection can be made for excursions to **Pas à Grille.**

St. Petersburg has become a port of call for the ocean lines to Port Tampa. The P. and O. and Mallory steamers stop regularly. There are two boats daily to Tampa, and a boat to Manatee river and Bradentown, sailing from the public wharfs built out into the bay.

FROM JACKSONVILLE TO BURNETTS LAKE AND PERRY

(Via A. C. L.—161 m.)

There are no through trains over this route. Leaving Jacksonville the traveler follows the route to St. Petersburg as far as **Burnett's Lake** (71 m., see p. 303). The S. A. L. crosses here. From here the line diverges to the southwest, passes **Cadillac** (77 m.), **Komoko** (82 m.) and **Newbury** (85 m.). The latter place is a junction with the A. C. L. from Jacksonville to Fort Myers.

The railroad now turns to the west and passes through a part of Alachua county, similar in general appearance to that about Dunnellon (p. 308), sinks, pine lands, stretches of white sand gleaming through the trees, low growing oak scrub and hammocks of hard wood. **Tyler** (94 m.), **Trenton** (98 m.), **Lottiesville** (101 m.) and **Wilcox** (105 m.) are passed, and the Suwanee river is crossed to **Old Town** (109 m.) Fort Fannin is three miles to the southeast.

Lafayette county, which is now entered, is well wooded, and its possibilities have only been exploited in the direction of turpentine farming and lumbering, except in the northwestern portion. The settlements are unimportant, and the poverty of the "cracker" farmers is augmented by the lack of communication. Clay-eaters are still found in the remote districts, and some of

the native negroes approach the original Africans in their primitiveness. The stations are: **Eugene** (114 m.), **Cross City** (117 m.), **Hines** (127 m.), and **Jonesboro** (130 m.). The Steinhatchee river is crossed to **Clara** (134 m.) in Dayton county. **Steinhatchee** is a settlement twelve miles up the river from Clara, near which was Fort Barker. At the mouth of the river (10 m. south) is **Fort Francis Barker** and **Jena,** the former a settlement and fortification.

Salem (142 m.) is the next station, then **Athena** (150 m.) at the lower end of a chain of lakes which form the source of the Warrior river. **Pinland** (161 m.) is at the north end of the first lake. Both forks of the Fenholloway river are then crossed, and **Perry** (161 m.), the end of the line, is reached. **Hampton Springs,** about six miles southwest, reached by a short railroad, is a resort much frequented because of the curative properties of the chalybeate waters.

From Perry there is connection by local roads with the towns to the east in Taylor and northern Lafayette counties.

WAYCROSS, GA., TO PORT TAMPA, FLA.

(Via the Atlantic Coast Line—311 m., 15 hrs.)

Route through Live Oak, Lake City, High Springs, Juliette, Croom, Trilby, Lakeland and Tampa.

A through train service from **Waycross,** Ga., and its northern connections, reaches Port Tampa in fifteen hours, making all the stops. Leaving Waycross, the way is through Georgia to **Baker's Mills** (63 m.). At **Jasper** (76 m.) the Ga. Southern & Fla. R. R. is crossed. The Jasper Normal Institute is located here. The next station is **Marion** (72 m.), and then **Suwanee Springs** (76 m.), on the river of the same name, famed in song, a much frequented resort — the springs for their healing properties, the river for its beauty of wooded banks and mirroring waters.

Live Oak (83 m., pop. 3,450) is an old town, being a center for planters of earlier days. (Hotels, see list.) The Suwanee & San Pedro R. R. terminates here, also the L. O. & G. R. R. The S. A. L. from Jacksonville to Tallahassee and the west crosses here.

Through this section the country is of no special interest to the tourist. **Padlock** (88 m.), **Pine Mount** (93 m.), **McAlpin** (94 m.), **O'Brien** (101 m.) and **Branford** (106 m.) are small places. The Suwanee river is crossed. **Hildreth** (113 m.) is passed to **Lake City Junction** (117 m.), where the A. C. L. branch from High Springs to **Lake City** (33 m.) leaves the main line.

The Sante Fe river is crossed. **High Springs** (120 m.) is a health resort. From here trains are run over a branch line to **Lake City** (33 m.) two or three times a day, by way of Lake City Junction. Connection may be had from High Springs to Palatka by way of Rochelle. Consult local time tables.

At **Clark** (135 m.) the S. A. L. line to Wannee on the Suwanee river is crossed. Then come **Wades** (137 m.), **Lexington** (141 m.) and **Newbury** (143 m.), where the A. C. L. from Burnett Lake to Perry is crossed. (See p. 316.)

Half Moon (147 m.), then **Archer** (153 m.), also a station on the S. A. L. R. R. from Jacksonville to Cedar Keys, and on another branch to Dunnellon.

Williston, (164 m.), **Montbrook** (168 m.) and **Morriston** (173 m.) are all stations on the S. A. L. **Romeo** (178 m.). **Juliette** (185 m.) is where the A. C. L. branch line from Ocala to Homosassa joins the way. **Dunnellon** (189 m., see p. 308) is the next stop.

At **Gulf Junction** (191 m.) the Homosassa line leaves the main line. The country becomes more tropical, and in Citrus county there is a succession of lakes to the east, while the high pine lands continue to the west. **Rodas** (194 m.), **Holder** (196 m.) and **Hernando** (202 m.) are passed, and the railroad follows the west shore of Lake Tsala-Apopka to **Rock Mines** (203 m.), **Arlington** (204 m.) and **Inverness** (207 m.) on the lake shore.

Floral City (214 m.) is also beautifully situated, with a lake to the east. **Istachatta** (221 m.) is in Hernando county. At **Croom** (227 m.) an

A. C. L. branch line extends to **Brookville** (see p. 311).

Trilby (243 m.) is the crossing of the A. C. L. from Miami to St. Petersburg. **Dade City** (248 m.), also a station on the A. C. L., is in the midst of a prosperous farming country. **Richland** (249 m.) and **Lumberton** (252 m.), then the Hillsboro river is crossed to **Millard** (254 m.). Then follow **Stokes** (258 m.), **Kathleen** (262 m.) and **Galloway** (265 m.).

At **Lakeland** (270 m.) the main line from Jacksonville, via Sanford, is reached, and the train follows it to **Tampa** (301 m., see p. 268). The Hillsboro river is crossed to **Tampa Bay Hotel, West Tampa** (302 m.), **Port Tampa City** (308 m.), and **Port Tampa** (311 m.) the end of the line.

THE INLAND WATERWAYS
FROM
NEW YORK TO KEY WEST, FLORIDA

edited by

FREDERICK FRELINGHUYSEN DUMONT

THE INLAND WATERWAYS

New York to Key West, Florida.

Depth of draft possible on the routed way from New York to Jacksonville, 7 feet; from New York to Key West, and generally in Florida waters, 4 feet.

The coast of Florida, especially the East Coast, with its protected waters, has long been a delightful cruising ground for small boats. Because of the shoalness of many of the most interesting waterways, the draft of boats is greatly restricted. Special types have been developed and evolved until now these waters, from November until May, are filled with pleasure craft and their owners, who are attracted by the boating itself, or by the fishing and shooting. For many years small craft have gone down the coast from New York to Jacksonville, then out to sea, to put in at the various inlets between the Keys, and to spend the winter on summer seas. The opening of the Inland Waterway from the St. John's river to Biscayne Bay by the United States Government and the Florida East Coast Transportation & Canal Company, and various co-operating yacht clubs and individuals, has made it possible for a boat drawing four feet and less, to go all the way inside land protection from Jacksonville to the waters between the Keys and the mainland. Owners are building boats, suitable for sound and river cruising in the North, that have the shoal draft necessary for Florida cruis-

ing, and many of these make the journey along the Atlantic coast twice a year. It is for these boats that this chapter is written.

Too much cannot be said of the interest and beauty of the cruise from New York to Florida, and it is conceded that, given a shoal boat, there is no more ideal winter yachting ground within the reach of Americans on their own continent, and climatically there is none as attractive in any other part of the world in the winter season.

There is no doubt that the National Government will some day improve the shoal channels between New York and Jacksonville until there is a continuous waterway of sufficient depth to be used commercially. A Commission is in charge of this work at Washington.

Distances

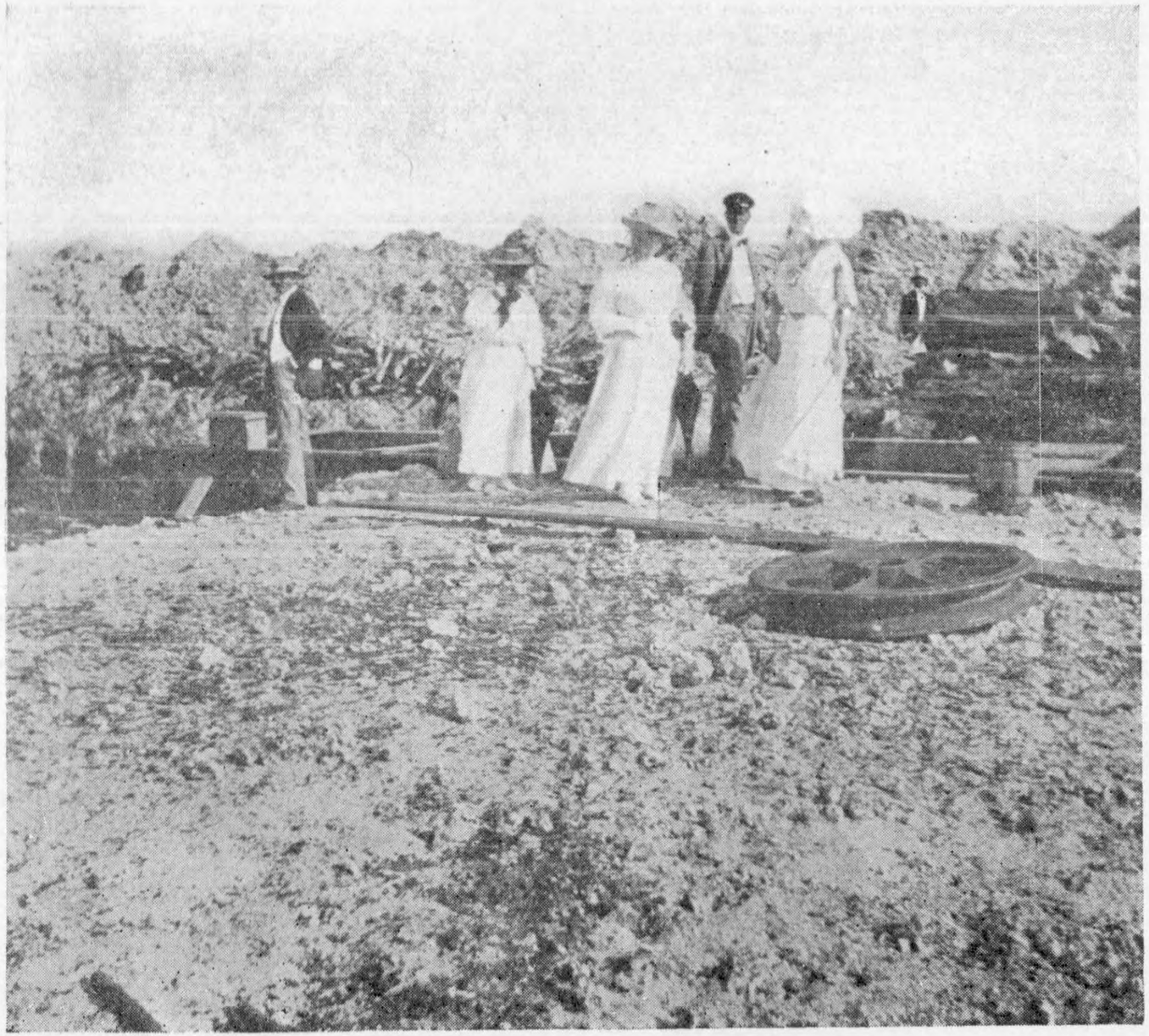
From New York to Key West, 1,723¾ miles.
From New York to Jacksonville, 1,185 miles.
From Jacksonville to Key West, 538¾ miles.
Open sea from Beaufort to Charleston, 210 miles.
Open sea from Fernandina to Jacksonville, 25 miles.
Hawks Channel, Bahia Honda to Key West, 36¾ miles.

Duration of Cruise

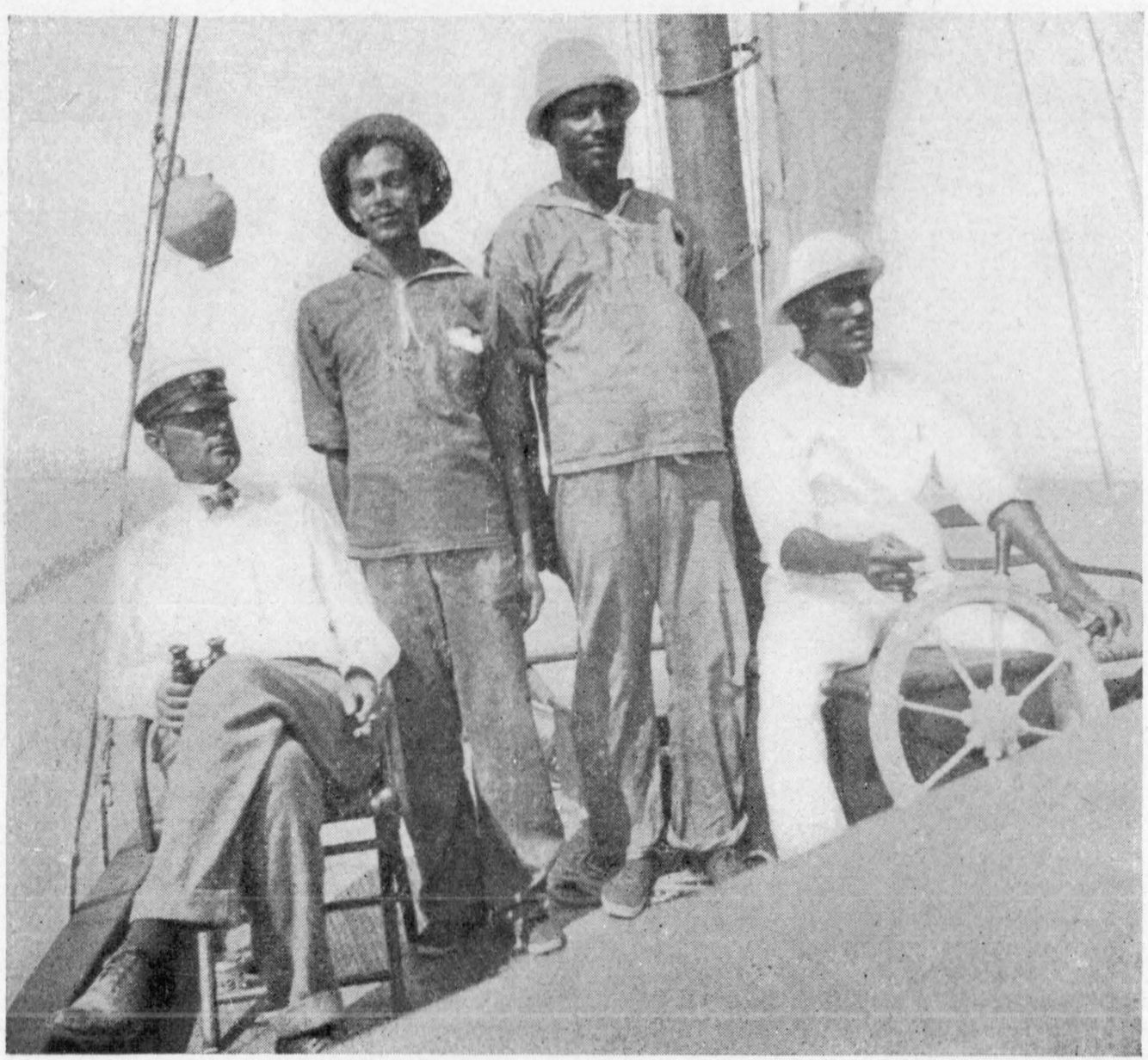
The time required for the journey from New York to Jacksonville is from three to five weeks.

Character of the Cruise

The Inland Waterway from New York to Key West lies through bays, sounds, rivers,



Drainage Canal Works



Captain and Crew

creeks, dredged cuts and canals, with one stretch of open sea, and one ocean channel protected by a submerged coral reef. In the bays and sounds the course is buoyed and well-marked, both day and night. In the wide rivers there are also marks for the deepest channel, while in the narrower ones the configuration of the shore, and often local stakes, etc., are guides for the best water. Dredged cuts have their entrances at each end marked. The canals have good approaches well marked.

Canal Rules

The canals between New York and Beaufort have special rules and regulations, toll sheets, etc., which can be obtained at each Canal Company's office. Those in Florida are described later (p. 356).

The following are a few general rules which apply to all the canals, and are really all the yachtsman needs:

For boats under their own power:

1. The draft and beam of the boat must not exceed the company's allowed measurements.

2. Strong cleats, or kevels, and lines shall be ready for making fast in the locks or elsewhere.

3. Each sailing vessel shall have its jibboom rigged in, yards braced fore and aft, and anchors stowed away.

4. The clearance given at the Collector's office when the toll is paid shall be exhibited on request to each lock-tender who may ask it, and delivered at the last lock, if so ruled.

5. No vessel shall carry sail in canal or in feeders.

6. When approaching a lock or bridge notice shall be given on arriving within 300 yards of same by horn, bell or whistle.

7. The speed rule in each canal should be rigorously observed.

8. Boats under their own power shall "slow up" when passing other boats that may be in motion, or at anchor, until entirely past.

9. Boats shall not tie up within 300 yards of a lock, or 100 yards of a bridge, or in a place where navigation may be obstructed, or abreast of another vessel, unless directed or permitted to do so by a canal official.

10. Boats shall only tie along the banks of the canal where piles have been driven for coming to.

11. At locks where there are several boats, precedence is given to the larger ones. The canal official determines the turn of the boat for going into the lock. While waiting for their turn, boats should be along the bank not used as a tow path. The locks should be entered with caution. Headway must not be checked by reversing the engines in a lock, nor can the motion be checked by fastening to a lock gate or bridge. No rubbish or offensive matter may be thrown in the canal. There are towing companies for yachts without power, and the yacht towed by such is governed by the rules made for them.

12. In passing boats towed from the towpaths they must be given the right of way along the side of the canal on which the towpath runs.

Charts

Charts should be bought for all the way, and

should be used in connection with the text following. The numbers given later are those of the charts of the U. S. Coast and Geodetic Survey, and they can be obtained at the government depots in Jacksonville, Miami, Key West and Tampa.

Books

Lloyd's Register and the Nautical Almanac for the current year give much valuable information — the former as to Yacht Clubs en route, their location, and as to the identity of boats seen on the way.

Equipment

Given the boat chosen of the right draft it must have in its equipment a compass and barometer, and stout poles for shoal places, and must be sea-worthy, though dories, and even a papier maché canoe have made the journey safely.

Clothing on the way to Jacksonville, for deck wear, a heavy coat, and cap or hood with woolen gloves and arctic overshoes, will be found exceedingly comfortable. From Jacksonville to Palm Beach, spring clothing with a deck ulster occasionally. From Palm Beach summer clothes with a deck wrap. A light weight loose raincoat for launches and the very rare rains is advisable.

Commissary and Nautical Supplies, etc.

The towns where these can be obtained are mentioned later.

Pilots

Pilots should be taken in all places where the sailing master himself is not sure of his course, or where there are shifting bars which make the charted way uncertain. It is well to get local

word from canal officials, dock masters, yacht-club stewards and boating men in regard to all questions of navigation, as well as to those concerning supplies, etc.

Anchorages

These can be found easily for each night. It is customary to make the cruise in daylight. Anchoring at inlets should be avoided if possible, as the turning tide may unset the anchor. In Florida waters it is best to anchor out of creeks or narrow places as the mosquitoes are apt to come out at night, and so make for discomfort.

Barometer and General Recommendations

It is strongly recommended that the barometer be carefully watched in all open ways, at inlets and especially when approaching and at Beaufort, N. C., and that the local weather station there be visited for information. The run outside from there to Charleston, S. C., should only be made when the weather indications are good. It is also advised that women leave the boat at Beaufort, and go by rail to Charleston, and await her coming there. Not because of great danger — but for comfort — and for the lessening of the men's responsibilities in case of an accident.

The outside run from Fernandina, Fla., to Jacksonville of 25 miles, is recommended in good weather and as there are no tidal currents the sea in this reach is usually like an inland lake.

Shoal places should always be taken at low tide.

The Environment

There is much of interest between New York and Florida that necessarily is not in the province

of this book, which aims to include in its pages only a guide to the waterway, and does not deal with the changing scene on shores, replete with varied interests, through which the course passes.

New York to Charleston, S. C.

The course leaves South Ferry, New York, and is across the bay, buoyed and marked (see chart), past.

Chart No. 369.

¾ m. Governor's Island Light 1 and
1½ m. The Statue of Liberty r. At
4 m. The bell of Robbin's Reef Light, a turn is made to enter Kill von Kull channel, opposite Tompkinsville, S. I. At
5½ m. Constable Point r. and New Brighton, S. I., l. are passed. At
8 m. Bergen Point, N. J., r. and Port Richmond, S. I., l. At
9½ m. Shooter's Island r. and Mariners' Harbor l. At
11 m. Elizabethport, N. J., r. is passed. The way then lies through
12 m. A railroad drawbridge, and at
13½ m. Grassell's Point r. and Prall's Island l. are passed.
15 m. The mouth of Rahway river r. The way has been through the Kill von Kull. The Arthur Kill is entered, and several small settlements are passed, and at
16 m. The upper mouth of Fresh Kills l. and
16½ m. The lower mouth of Fresh Kills l. and

17½ m. Tuft's pond r. and Rossville l.
18½ m. The Phila. & Reading R. R. dock r. and Smoking Point l.
19 m. Story Flats l. are passed, and at
20¼ m. Woodbridge Creek r. At
20½ m. Ploughshare pond r. The way now lies between

Chart No. 375.

22 m. Tottenville, S. I., l. and Perth Amboy, N. J., r.
23½ m. Staten Island at Ward's Point l. is left, and at
24 m. A turn is made to go up the Raritan river channel. The way is through South Amboy channel to
25½ m. South Amboy, N. J., then through the
26 m. Bridge of N. Y. & L. B. R. R.
27½ m. Sandy Point r. is passed. The course is through the wide river with marshy banks l., and docks and commercial plants r., to the
35½ m. First jetty post light r., following along the jetty past the
38 m. Second jetty post light r. The way is now between the jetties and the shore r. to the
43 m. Third jetty post light l., then past the
46 m. Upper end of Crabbe Island l., through the Northwest Reach, passing
49 m. Sayerville, N. J., l. and
51 m. South River Canal l., then through Long Reach in a long loop to
56 m. The mouth of South River l., then through Rocky Reach, past
59 m. Martin's Creek r. and

61 m. Lawrence Creek l.

64 m. Martin's Landing r. is passed and the way is between low-lying marshy banks to

71 m. The first lock of the Delaware & Raritan Canal.

The Delaware & Raritan Canal extends from New Brunswick, N. J., on the Raritan river, to Bordentown, N. J., on the Delaware river, passing through Bound Brook, Millstone, Kingston and Trenton. Its length is 44 miles. Its average width is 60 ft.; average depth, 9 ft. There are eight locks from New Brunswick to Kingston, with a double lock at New Brunswick, with a united uplift of 58 ft., and six locks from Summit Level at Trenton to the Delaware river at Bordentown, with a united uplift of 58 ft. The locks are 220 ft. long and 24 ft. wide. There are 22 bridges, all open drawbridges except the P. R. R. bridge at New Brunswick, over the Canal, of which the clearance is 50 ft.

Beam boats allowed, 23 ft. 4 in.; draft allowed, 7 ft.; speed, not to exceed 4½ miles per hour. **Toll,** $6.50 for each boat under its own power, 50 ft. long or less; $8.00 for each boat, under its own power, over 50 ft. long.

Chart No. 126.

115 m. Bordentown, end of Delaware & Raritan Canal. From Bordentown the way lies down the Delaware river, and is interesting. On each side are country places and stretches of cultivated fields and woodland, dotted with little hamlets. At

120½ m. Florence, N. J., l. is passed. At

124½ m. Bristol, Pa., r.
125½ m. Burlington, Pa., r.
127½ m. Edgemere Park, Pa., r. is opposite the mouth of Neshaning Creek l.
128½ m. Beverly, N. J. l.
131½ m. Raucocus Creek l. with Delanco, N. J., near its mouth, and Torresdale, Pa., r. opposite to it. Head and Chickens Rock r. is passed and Plum Point l.
135 m. Riverton, N. J., l. and Tacony, Pa., r.
137½ m. Bridesburg, Pa., r. and
143¼ m. Philadelphia, Market Street Wharf.

From Philadelphia down the Delaware river the course is buoyed and marked. About 3½ miles below Market Street Wharf between Gloucester, Camden, N. J., l. and Greenwich Point, Philadelphia, Pa., r. the first range light is picked up if running at night. See chart and follow closely.

150¼ m. League Island, Pa., U. S. Navy Yard r.
159¼ m. Chester Island l. and opposite it the mouth of the Schuylkill river r., navigable for eight miles.
160¾ m. Chester, Pa., r. a quaint and pretty little city. The river gradually widens and opposite Chester Raccoon Island l. is passed at the mouth of Raccoon Creek.
163¾ m. Marcus Hook, Pa., r. Here is the State Quarantine Station.
170¼ m. Edgemore Rolling Mills, Pa., r., a very extensive plant.
172 m. The jetties at the mouth of Christiana Creek r., navigable to Wilmington, Del., two miles.

173½ m. Wilmington N. R. R. and Dupont Wharves r., with Deep Water Point l. opposite.

178 m. New Castle, Del., r. opposite Penn's Neck, N. J.

185 m. Delaware City, Del., r. with Pea Patch Island l. Entrance to Chesapeake & Delaware Canal.

The Chesapeake & Delaware Canal extends from Delaware City, Del., to Chesapeake City, Md. Its length is fourteen miles. The locks are 24 ft. wide and 220 ft. long. There are three locks, one at each end and one at St. George's, Del. There are six bridges, all open drawbridges.

Beam of boat allowed, 23 ft. 4 in.; draft of boats allowed, 9 ft.; speed, not to exceed 4 miles per hour. **Toll,** $4.00 each for boats under 40 tons; $6.00 each for boats over 40 tons and under 80 tons.

The Canal runs at first through Delaware City ¾ m., and after the bridge crosses it, it passes to a swamp region by a natural waterway. At St. George's bridge (4½ m.) the swamp is left, and the way is between slightly rolling banks with little brooks feeding the main stream, to where the railroad crosses (7½ m.). The Canal then cuts through the country, passing Summit Bridge (8¾ m.) to the upper end of Bear Creek whence its way is through natural waters to Chesapeake Bay, Md.

The Canal passes to the south of the city and at

185¾ m. There is a drawbridge crossing the Canal. At

189½ m. A drawbridge. St. George ¼ m. north, and a lock.

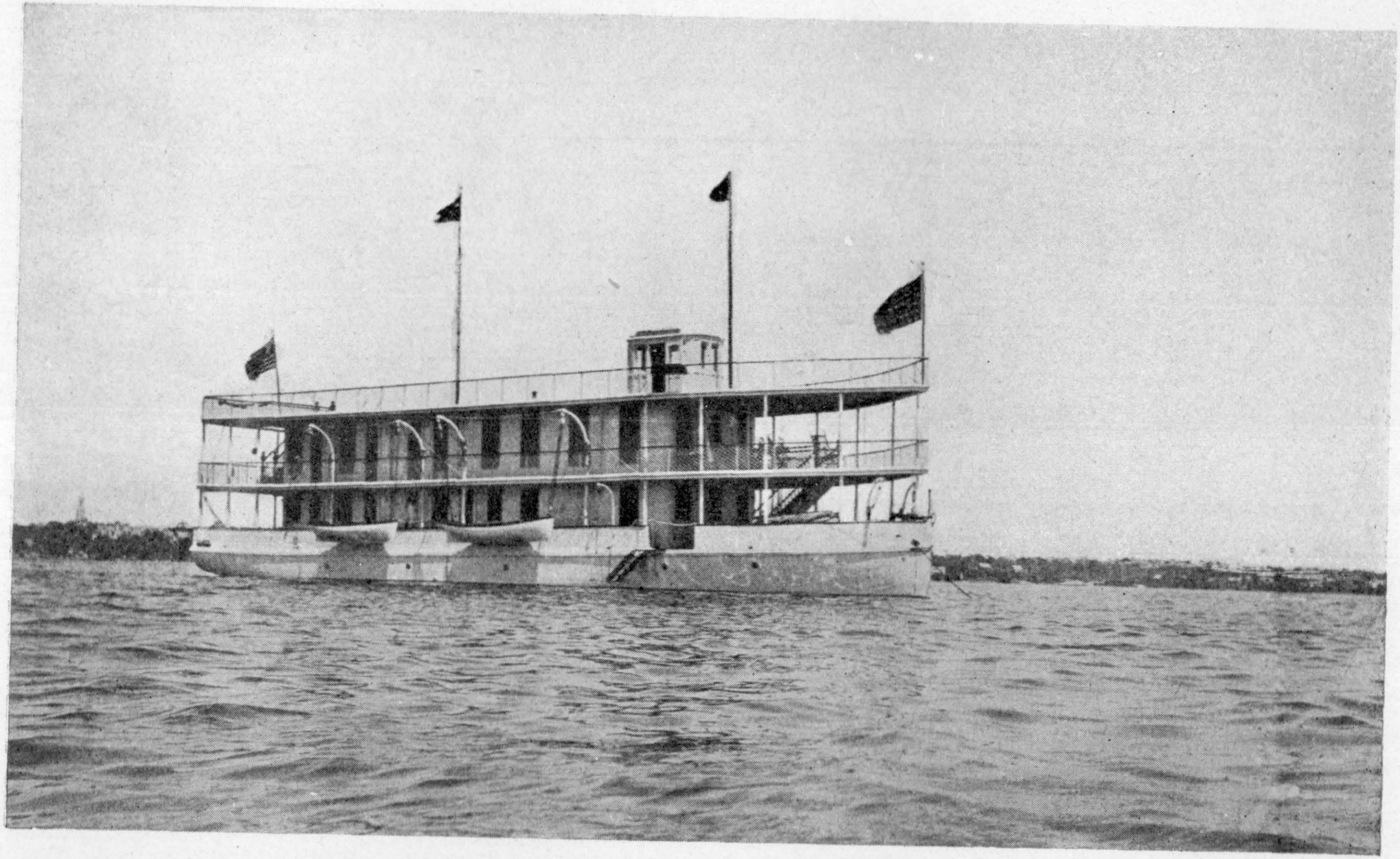
192⅝ m. The drawbridge of the Phila. Balt. & Wash. R. R. crosses the Canal.
194 m. The drawbridge of the road to Summit Bridge.
196⅞ m. The State line between Delaware and Maryland is crossed just before
197 m. Pivot Bridge is passed.
198½ m. A drawbridge crosses the Canal, and
199 m. The entrance to the Canal at Chesapeake City, Md.

Chart No. 79.

The Canal enters Chesapeake Bay at the northeast end. From there to the entrance of Hampton Roads south is a distance of about 200 miles. It is the largest bay on the Atlantic coast. Its greatest breadth is 20 miles. The water is deep and the cruising delightful. There are numerous waterways leading into it, and a whole summer could be spent here with varying scenes daily. The environing shores are full of historic interest, as are the towns and country adjacent to its contributing streams. It is only the promise of this guide book to note the way through it. The course is well marked and there is rarely any stress of weather at the season in which the yachtsmen are going south. There are numerous anchorages throughout its length. The shooting and fishing are renowned.

On leaving Chesapeake City, Md., the way lies past Turkey Point, from which, to the northwest lies Havre de Grace at the mouth of the Susquehanna river, and Charleston. (The distances in Chesapeake Bay are given from points on the direct course opposite the points named.)

229 m. Poole's Island r. is passed. At



A Houseboat

Pineapple Field

234 m. Tolchester Beach l., a resort for Baltimoreans in the summer.

235 m. The mouth of the Patapsco river, with a 30-foot deep dredged channel to Baltimore, Md., 20 miles.

257 m. The mouth of the Severn river. (Annapolis, Md., 5 m.)

272 m. Chesapeake Beach, Md., l. to the east. The cruising l. is very delightful among islands and through picturesque channels.

297 m. The Patuxent river r., and opposite Raccoon Island l.

318 m. The Potomac river r. navigable through most historically interesting country. Tangier Sound l.

351 m. The Rappahannock river r.

377 m. The York river, r., with historic Yorktown, Va., near its mouth.

382 m. Cape Charles l. and the way out to sea. Here the Bay is left, and

389 m. Hampton Roads is entered, with

396 m. Fortress Monroe, Va., and Old Point Comfort, Va., r., and Willoughby Spit l.

404 m. Newport News, Va., r., a busy port at the mouth of the James river. The way turns to the south through Hampton Roads and enters Elizabeth river. West Norfolk, Va., r. and Port Norfolk, Va., r. and Portsmouth, Va., r. with U. S. Navy Works, and

409 m. Norfolk, Va., l., a good point for taking on stores and making repairs.

There is a Yacht Club, good docking, and every facility for supplies, etc.

From Norfolk, Va., to Beaufort, N. C., there are two ways. The one recommended is by way of the Dismal Swamp Canal and other waterways to and through Neuse river, and thence to Beaufort, 208 miles. The other is by way of the Albemarle & Chesapeake Canal and other waterways to and through Core Sound, and thence to Beaufort, 205 miles. These ways join at a point off Croatan Light, at the entrance to Croatan Sound, and separate at a point off Royal Shoals Light in Pamlico Sound. The course recommended has deeper water, from here on, and the shoals of Core Sound are avoided. The way is also more interesting. There is no need for local pilots, and the charts should be followed in the open waterways. The channels are buoyed and marked, and good anchorages and harbors are easily found. Elizabeth City, N. C., is the only point en route where supplies can be had.

Route I.

From Norfolk to Beaufort, N. C., by way of the Dismal Swamp (Lake Drummond) Canal, various other natural waterways, Neuse river, and Core Creek Canal.

No Chart

From Norfolk the course is south to the south branch of the Elizabeth river. This is entered between Portsmouth r. and Berkely l. The way is past the U. S. Navy Yard r., and at

411½ m. The drawbridge of the Norfolk Belt-

Line crosses the river. Within a mile the drawbridge of the Tidewater R. R. is passed. At

414 m. Is the hamlet of Gilmerton l. The way is through the interesting

415 m. Drawbridge of the Norfolk & Western R. R.

416 m. Is a point opposite the mouth of Deep Creek. (Here boats intending to go to Beaufort by Route II continue their course in the river.) There is a large sign marking the way to the Dismal Swamp (Lake Drummond) Canal, the course to which lies through Deep Creek. The way is followed in the creek to

419 m. The hamlet of Deep Creek and the first lock of the Canal.

The Dismal Swamp (Lake Drummond) Canal extends from a point in Deep Creek, Va., to South Mills, N. C. It passes through the Dismal Swamp, a most interesting region whose mystic fastnesses have inspired poets and been the setting of many legends and stories. The original canal helped to make history during the Civil War, and the Swamp was the scene of many contests and stirring incidents. The Canal is about 40 miles long, with varying widths extending to 30 ft. It is well forested by cypress, cedar, gum, juniper and water-oaks. Lake Drummond, which lies near its center and which can be reached also by a canal from Suffolk, Va., makes a most weird picture. The tall cypress trees, with their knees surrounding them, stand in the water circling the shores, interspersed with other forest trees.

The laurel and mistletoe, the ferns and dense undergrowth, the dark juniper water, the sense of isolation, all make a new experience for the visitor. The shores of the Canal and the banks of the succeeding Pasquotunk river have the same general vegetation. The juniper water is claimed to possess sovereign virtues in rural diseases, and is wholesome to drink. Many boatmen fill every water tank at this stage of the journey.

The length of the Canal is 22 miles. The locks are 250 ft. long, 12 ft. deep and 39 ft. wide. There are two locks, one at the north entrance of the Canal at Deep Creek, Va., and one at the south entrance at South Mills, N. C.

Beam of boats allowed, up to 35 ft.; draft of boats allowed, up to 8 ft. There are three open drawbridges — one, one-half mile south of Deep Creek; one, one-half mile north of South Mills and one, one and a half miles south of South Mills in Turner's Cut. The speed allowed is not to exceed 5 miles per hour.

Toll Rates — $5.00 for each boat under its own power of 20 tons or less; 20 cents per ton for larger boats. Boats under tow — under 58 tons, 25 cents per ton; over 58 tons and under 100 tons, $15.00 per trip, $2.00 minimum charge per trip.

There is a telephone line along the Canal, with apparatus for attaching a telephone every mile. Instruments will be loaned to boats on application at the first lock, to be returned at the last lock passed. (See General Rules, p. 325.)

After entering the Canal at the first lock at

419½ m. Deep Creek Wharf is passed. There are the following points in the Canal:

420 m. A drawbridge crosses the Canal.
421 m. Duncan's Landing l.
423 m. Herrin Canal l.
424½ m. Five Mile Landing l.
425½ m. West Road Landing l.
428 m. Wallaceton l.
428½ m. Stewart's Landing l.
429 m. Norva Wharf l. Canal from Lake Drummond r.
429½ m. Richmond Cedar Works Wharf r., for shipping cedar cut in the swamp.
430 m. The State line between Virginia and North Carolina is crossed.
435 m. Hodge's Landing l.
435½ m. Cross Canal r.
436 m. Lily, N. C.
437 m. Culpepper Landing.
440½ m. A drawbridge crosses the Canal.
441 m. South Mills and the south entrance lock. The way is now through Turner's Cut.
442½ m. A drawbridge crosses.

Chart No. 407.

From the Cut the course runs to Pasquotunk river, through its juniper waters and between picturesque banks.

456½ m. Drawbridge of the Norfolk & Southern R. R. crosses the river.
459 m. Elizabeth City, N. C., r. is reached, where supplies, etc., can be obtained, and which is the last town on the direct way until Beaufort, N. C., is reached — 158 miles.

The course is now down the widening, deep Pasquotunk river and is easily followed to

472 m. A red buoy, which marks the entrance to Albemarle Sound (see chart). On the right shore opposite this buoy is a wharf (2 m.) with seven feet of water.

Chart No. 140.

476½ m. Wades Point Light l. is passed, Albemarle Sound is crossed (see chart), and from

478 m. A point on the way to the mouth of either the Chowan or the Roanoke river l., it is about 42 miles through Albemarle Sound. The way by Route II joins here.

494½ m. Croatan Light is passed, and Croatan Sound is entered, passing down the Sound between Roanoke Island l. and the mainland r. At

506 m. Roanoke Marshes Light l. the way enters

Chart No. 142.

506 m. Pamlico Sound. It skirts along the mainland until

526 m. Long Shoals Light r. is reached, when it turns to the right and passes

545 m. Gull Shoals Light r. At

557 m. Bluff Shoals Light r. is passed

562 m. A point at which the course divides — the way to Beaufort, N. C., by Core Sound being left to the left. This point is about two miles off Royal Shoals Light l.

570 m. Brant Island Shoals Light r.

Chart No. 144.

597½ m. A buoy l. off point of Marsh Shoals.

580½ m. A Post Light l. off point of Marsh Shoals

583½ m. Neuse river Light r. is passed and

591 m. A Post Light l. on Garbacon Shoals.

594½ m. A Post Light r. marks the entrance to Adams Creek. (From here by the Neuse river to Newbern, N. C., is 24 miles.) The course is through this creek, which is dredged and deepened and buoyed. (See charts.) At

595 m. This dredged channel begins, a buoy marking the entrance, and continues to

601 m. Where the Canal Cut begins. This Cut has a depth of 10 ft. The way is through it to

Chart No. 420.

607 m. Core Creek. Here the way is through the dredged and buoyed channel of the creek to

609 m. Newport river. The way follows the turn of the river through a dredged and buoyed channel, past Newport Marshes l. and through

613½ m. The drawbridge of the Norfolk & Southern R. R., past a buoy r. to

614 m. A dividing point in the way (where the course to Morehead City [1 m.] and Bogue Sound and Inlet turns to the right.) The way follows on around Shark Shoal l., past a buoy l., and turns to left up the channel around Town Marsh to the right to

617 m. Beaufort Dock. The way from the

main channel to the dock has but 7 ft. of water.

Route II

From Norfolk, Va., to Beaufort, N. C., by way of Chesapeake Bay and Albemarle Canal and various other waterways, and Core Sound.

No Chart

409 m. From Norfolk the way is the same as by Route I to

416 m. A point in the south branch of the Elizabeth river, opposite Deep Creek, as in Route I. Passing here the course is up the river to

421 m. The entrance of the Albemarle & Chesapeake Canal is reached.

This Canal connects the south branch of the Elizabeth river with North Landing river. Its length is 8 miles. There is one lock at Great Bridge — a tide-water lock which enables the Canal to be used as an open waterway four times in every twenty-four hours. As there is no lunar tide at the Albemarle Sound end, or in the Canal, four times a day the water in the Canal and in Elizabeth river are at the same level, and boats can then go through without locking. The lock is 220 ft. long and 40 ft. wide. There are four open drawbridges — three on Virginia Cut and one on North Carolina Cut — the draws 40 ft. wide.

Toll Rates: 20 cents per gross ton on boats of 20 tons or less; 10 cents per foot over all. See General Rules, p. 325.

No Chart.

421½ m. Great Bridge Village is reached.
423½ m. The Norfolk & Southern R. R. drawbridge crosses the Canal.
424½ m. The drawbridge of the Centerville turnpike crosses the Canal.
425 m. Old's Point l.
427½ m. Pleasant Landing l.
429½ m. The outlet lock of the Canal, and the causeway bridge across it are passed, and the North Landing river is entered.
430 m. North Landing l. is passed, and at
433 m. West Neck Creek l.
433½ m. A small creek r.
439¼ m. Pung's Ferry, N. C., l.
441½ m. The mouth of Blackwater river is passed, and the river begins to widen. At

Charts Nos. 137 and 406.

442 m. A beacon shows the shoals and from here there is a well-marked course through the river and on.
443½ m. Munden, N. C., l. is passed, the terminus of the Currituck branch of the Norfolk, Virginia Beach & Southern R. R. A little below Greenpoint r. with a light and beacon, is
445 m. The State line between Virginia and North Carolina. At
446½ m. The course lies between Faraby Island, light and beacon, l., and the shore l., and continues down North river to
450½ m. Where there is a beacon light l. It then turns and the open water of

Currituck Sound is on the left, until after passing

453½ m. A beacon and light off the shoal at Bell Point r., and Bell's Island Cedar Bay is entered. At

456 m. A beacon in the Bay is passed r., and at

457 m. A cut, marked by beacon and light, is entered. It passes for a third of a mile through land, then the way is in a dredged channel through the shallow lower end of Coinjock's Bay, to

459½ m. A Cut. This is entered, and at

460 m. In this Cut is a light l., and at

461 m. A drawbridge is passed.

463½ m. A beacon and light are passed, and the course is now through the North river.

Chart No. 140.

469 m. A beacon and light mark the course through the widening river. At

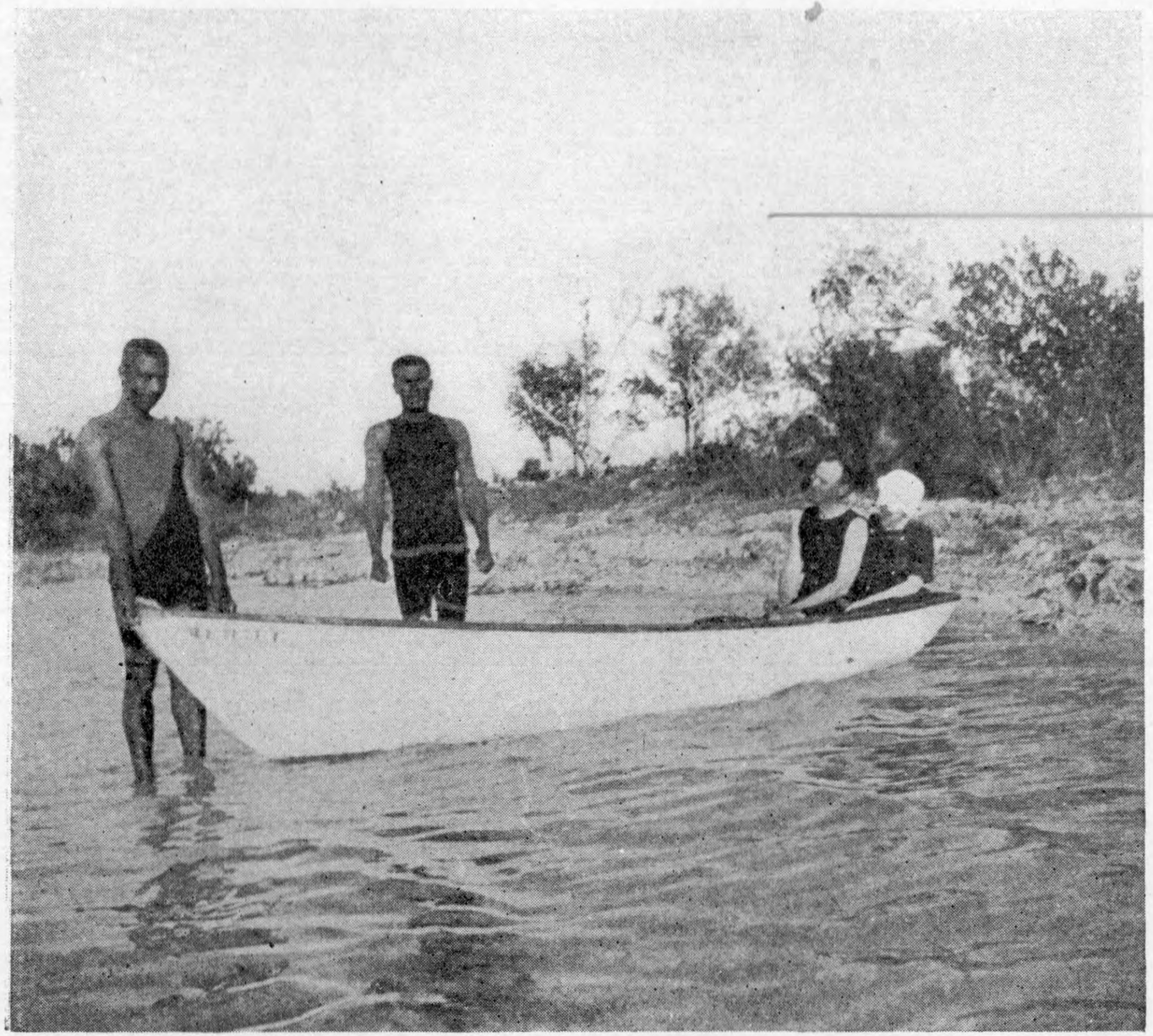
475½ m. There is a buoy r. marking the entrance to a dredged channel 2 m.

477½ m. North river light, r., and the entrance to Albemarle Sound. From here the course is laid to

493½ m. Croatan Light, marking the entrance to Croatan Sound.

Here Route I is joined. Route I is a mile and a half the longer. From here the way of the two routes is the same for 67½ miles, to a point two miles off

Chart No. 143.



By the Keys

A Florida Ford

561 m. Royal Shoals Light. Here Route II diverges to the left, and the course is in Pamlico Sound past
569 m. Brant Island Shoals Light r., and on to
573 m. Harbor Island Shoals Light l. at the entrance to Core Sound.

Chart No. 421.

579 m. Cedar Island r. is passed, and the mouth of Thoroughfare Bay r.
583 m. Along the south shore of this bay are good hunting grounds and shooting preserves, extending to Drum Point and Nelson's Bay.
591 m. Piney Point r.
593 m. Davis shore, and extending to landing, 4 miles.
599 m. Jarrell's Bay r. is passed, and
602 m. Core's Straits are entered.
602½ m. Sleepy Creek r. and Barker's Island l. are passed. Next are
607 m. The North river r., and the south end of Barker's Island l. on each side of the way. At
608 m. Middle marshes l. are left and
614 m. Beaufort Dock, N. C., is reached.

From Beaufort, N. C., to Charleston, S. C., is the only part of the way which must be taken outside and there are three ways to go.

Route I

By a compass course from off the buoy at the entrance to Beaufort Harbor, past Cape Fear and Cape Romain to Charleston Light and Charleston, S. C. The distances are:

Charts Nos. 147, 148, 149, 150, 151, 152, 153, 154.

614 m. Dividing point to

618 m. Buoy at mouth of inlet (4 m.).
715 m. Cape Fear (97 m.) to
811 m. Cape Romain (96 m.) to
849 m. Charleston Lightship (38 m.) to
859 m. Charleston, S. C. (10 m.).

Route II

From Beaufort, N. C., by way of Bogue Sound and then as in Route I, to Charleston, S. C. By taking this way the course is from the dividing point, through Bogue Sound. The way is very shoal and a pilot may be taken. The saving of 25 miles in outside work is hardly compensated for by the fact that there is no communication at Bogue Inlet with the Government Weather Bureau, and the state of the sea outside and the weather forecast cannot be obtained. The chart must be consulted for the way through the sound, and the other ways are recommended. From

Charts Nos. 147 to 154.

614 m. The dividing point, to
639 m. Bogue Inlet (25 m.), to
713 m. Cape Fear (74 m.), to
809 m. Cape Romain (96 m.), to
847 m. Charleston Lightship (38 m.), to
857 m. Charleston, S. C., (10 m.).

Route III

From Beaufort, N. C., to Charleston, S. C., going by the way of Bogue Inlet and coasting the shore so as to be in touch with harbors, makes the way about ten miles longer. After leaving Bogue Inlet there is a harbor at New River Inlet, 15 miles, and also at New Topsail Inlet, 22 miles further on, then at Cape Fear, where the

way in behind the Cape leads to Southport and up the Wilmington river (see chart). On leaving Cape Fear there is a harbor at River Inlet and also in Winyau Bay. The little trip to Georgetown is made worth while by the interesting old seaport (see chart). After passing Cape Romain there is a harbor at Bull's Bay, 10 miles. The way is then on to the Charleston lightship.

The course then turns in to the harbor, past the Isle of Palms and the historic forts, across to the city where an anchorage is found off the Charleston Yacht Club. There is good dockage, on application, at the Custom House docks. Facilities of all kinds are here, and the city is interesting (see local guides, etc.).

From here the way is all inside to Fernandina, Fla., where there is a choice of routes.

Charleston, S. C., to Jacksonville, Fla.

Chart No. 154.

859 m. From Charleston Yacht Club the course is around Battery Park and up the Ashley river until the mouth of

862 m. Wappoo Creek l. is reached. The creek is entered, and at

864½ m. New Cut is passed through, and the course is followed through the creek to

865½ m. Where Stono river is entered. At

872½ m. Rantowle's Creek r. is passed, and the way lies through Church Flats, through

879 m. New Cut to

880 m. Wadmelow river, a wide spreading stream with a winding course. From there

889 m. North Edisto river is entered, and the way lies through this towards the sea until

890 m. The Daho river r. is entered at White Point. This stream is very narrow and tortuous.

899 m. North Creek r. is passed. The course continues to wind. At

903 m. The tides from the North and South Edisto rivers meet.

904½ m. The South Edisto river is entered and the way is down the river l.

905 m. An island r. is passed; below this the course crosses the river and keeps along the right shore, passing

909½ m. A small creek r., and also at

912 m. Wall's Cut l. Here the way is more direct, and the river widens.

916 m. An island r. is passed. At

917½ m. There is a sharp turn left, and the way is down the broad river to

924 m. Bay Point l. From here St. Helena Sound is entered — a buoyed course (see chart). The way turns right, up the Sound and passes between Morgan's Island l. and Hutchinson Island r., to

941 m. Where the Coosaw river is entered l. There is a wide buoyed channel (see chart).

Chart No. 155.

948 m. Brickyard Creek l. is entered. It is

winding and narrow. Leaving it the way is down

951½ m. The Beaufort river l., the channel buoyed (see chart), and the river wide. At

955 m. The docks of Beaufort, S. C., r. is passed, a summer resort and an attractive town.

957 m. Old Fort r.

959 m. Port Royal, S. C., r., the point where the first settlers landed in 1669. At

961½ m. U. S. Naval Station r. on Paris Island

962½ m. Quarantine. At

967 m. Is the entrance to Port Royal Sound from St. Philip's Island, to Hilton Head Island. The way crosses the Sound r. and turns right, up the buoyed channel to the mouth of

973 m. Skull Creek. It traverses this creek to

977½ m. Mackay's Creek, enters this, and passes May river r., and is then in

979 m. Calibogue Sound. The course is down the Sound. At

983 m. Cooper river r.

There is a way to the Savannah river. It is longer but is entirely inland, and by taking it Tybee Roads can be avoided. It is as follows: The course is up Cooper river to Ram's-horn Creek (5 m.), thence a very crooked way in the creek to where New river is entered (9½ m.). The way turns sharply to the right through a half-mile narrow way into Wright's river (9¾ m.). It then goes up stream to Mud river (10½ m.) r., which it enters and follows to the jettied

channel of the Savannah river (12¾ m.); thence to Savannah, Ga., (21½ m.) through deep channel (see charts). Returning to continue the course south at a point four miles from Savannah the South channel of the Savannah river is entered (25½ m.). The course enters this channel and leaves it at 27 m. to enter a creek r. At 19½ m. the drawbridge of the Savannah & Tybee R. R. is passed, then Causton Bluff r., and by a course in the Wilmington river, Thunderbolt P. O., Ga. (33½ m.) and the Savannah Yacht Club is reached. Trolley four miles past Yacht Club Grounds to Savannah. Small stores for commissary supplies in village; water, etc., at Yacht Club.

The way from here is in the Wilmington river to Romerly Marsh Creek (43½ m.) where the main way is joined.

Note. From Cooper river the yachtsman can go to Tybee Roads by the main way, and then up the river to the entrance of the South Channel to the creek as above, which leads to the way by the Wilmington river and Thunderbolt, Ga. — which is practically Savannah, Ga. If no stores are needed, and Savannah is not to be visited, the main way by which the through mileage is carried is as follows:

Cooper river is left on the r. and the way continues down Calibogue Sound past

986 m. Braddock's Point l. and Grenadier Shoal r. to Tybee Roads, across Tybee Roads (see chart) to

991½ m. The mouth of the jettied channel of the Savannah river. Leaving this

channel to the r., and the point with the light and beacon to the l., the course is up the river to

994 m. Layarello Creek, a narrow winding way in which the course lies, to

999½ m. When it enters Tybee river. It is then down the river into

1002 m. Wassaw Sound. Going down the Sound

1003 m. Petit Chou Point is passed l. and the way is out around the buoy (see chart), across the Sound, and up to the mouth of

1009 m. Romerly Marsh Creek (the other way joins the main course here). It follows the windings of this creek into

1013½ m. Adams Creek, and through this into

1017½ m. Vernon river; this is crossed to

Chart No. 156.

1019 m. Hellgate, a narrow way between Little Don Island r. and Raccoon Key l. from Vernon river to Ogeechee river. Thence up the Ogeechee river, along the right shore, crossing to mouth of

1024 m. Florida Passage l. Entering here, the way is through its length to

1027 m. Bear river r. Entering the river, which makes a wide loop in its course

1032 m. Kilkenny Creek r. is passed. The way is then down the widening river to

1034 m. St. Catherine's Sound. The point of Ossabaw Island is left to the left, and the buoys are rounded (see

chart), the Sound is crossed, and, turning up the other side

1040 m. North Newport river is entered, and then

1043 m. Johnson's Creek l. The course is through this narrow creek to

1048 m. South Newport river, down the river to

1051 m. Sapelo Sound. The sound is crossed by the buoyed course. The National Quarantine Station on the point l. is passed.

1053½ m. Mud river l., a wide waterway is entered. The way is through this to

1059 m. New Tea Kettle Creek l. Through this, a narrow gradually widening stream, which is joined by Old Tea Kettle Creek r., the course is followed into

1064 m. Doboy Sound. It crosses the sound

Chart No. 157.

1065½ m. And enters a narrow waterway. Leaving Doboy Island on the left, the way is through

1069 m. Little Mud river to

1071½ m. Altamaha Sound. It crosses this Sound by buoyed channel (see chart to the left shore, skirting St. Simon's Island, l., to Buttermilk Sound. It is thence up the Sound to

1082 m. Frederica river. It goes by way of this narrow winding stream to

1092 m. St. Simon's Sound. It crosses the Sound by the buoyed course (see chart) to

1095 m. The Brunswick river, Jekyl Island l. (Brunswick, Georgia, seven miles up the Brunswick, is a town of importance and interest). The way enters

1097 m. The dredged channel (see chart) to

1098 m. Jekyl Creek. The way is through this creek, Jekyl Island l., on to

1102 m. Jekyl Sound (Jekyl Island is especially interesting. There is a club here, whose members have luxurious winter cottages built upon the island, surrounded by beautiful parks and preserves.) The way is down the Sound to St. Andrew's Sound, across the Sound by buoyed course (see chart) to

1107 m. Little Cumberland Island Light on point l. The way is through the Sound to

1109 m. Cumberland river, through the river to

1120 m. Cumberland Sound, thence down the broad main channel of the Sound, skirting Cumberland Island (with its game preserves, historic estate, Dungeness, at the lower end) to the

1129½ m. South point of Cumberland Island,

Chart No. 158.

1130 m. Across the Sound, rounding the buoy marking the way to

1132 m. Fernandina, Fla. (see p. 104).

At this first port in Florida, it is well to get local information as to the weather conditions,

and particularly as to the time of the beginning of the flood tide at St. John's bar. It is advisable to go in with the full swing. From Fernandina, there are two ways to Jacksonville. The first is the one by which the mileage from New York is carried, and is as follows:

1130 m. Marks the bell buoy in Cumberland Sound at the mouth of the Amelia river, from which the course is seaward by the jetties, through a buoyed channel (see chart) and St. Mary's Entrance to the Atlantic ocean. The way is past

1150 m. Nassau Sound r. to

Chart No. 577.

1157 m. St. John's river jetties. Here the way is around the red buoy, in through this deep, well-marked channel to the St. John's river. The wisdom of going in on the flood tide is emphasized — a slow-moving power-boat cannot make headway against the ebb and may even have to anchor off and wait.

1161 m. Quarantine Station l.

1161½ m. Mayport, Fla., l. (see p. 106) and Pilottown l., where pilots for the St. John's bar can be engaged, Fort George Island r.

1163 m. The entrance to Pablo Creek l., through which the Inland Waterway southward extends.

1163½ m. Great Marsh Island l. Good duck shooting in early months. The deep ship channel continues on up the St. John's river to

1185 m. Jacksonville, Fla., (see p. 99).

The second way from Fernandina is, for boats of this class (four feet draft), by way of Amelia river, Kingsley Creek, South Amelia river, down and across Nassau Sound, by Sawpit Cut and Sister Creek, entering the St. John's river at Great Marsh Island (1148½ m.) and joining the main course to Jacksonville. This way is good, except in a few places, where bars cut sharply across the channel. The advice about entering shoal places at low tide should be particularly followed on this run, and the chart should be carefully consulted. The Government is starting to dredge this way to a uniform depth of six feet. Information as to the progress of this work can be obtained at Fernandina.

Jacksonville to Miami

At Jacksonville supplies of every kind, both nautical and commissary, can be obtained. Drew's Stationery Shop is the depot for hydrographic charts. There are large boatyards with dockage and good anchorage opposite the city to the left, in the river. There are two yacht clubs. It is the custom for boats to go to Jacksonville to outfit before going on.

The mileage for Florida waters starts at Jacksonville. From here on the draft of boats that can make the inland passage is at the most four and one-half feet — three feet is preferable. The usual draft is three and a half, and four feet. The way is much more prohibited than before, and the whole environment changes. The bays, sounds, lagoons and so-called rivers and lakes — all salt water — are inside, the whole way be-

ing sheltered behind the bordering keys of the East Coast, where it is not carried by cuts and canals through the mainland. These canals are all tide-water, without locks and most primitively constructed. In some the banks are submerged, and in others they are just visible above the water. In some places the débris has been piled on the banks, and they are overgrown with luxuriant vegetation. The canals have been excavated by the Florida East Coast Construction and Canal Co., in connection with the United States Government.

Tolls — Because of the continuous system of canals on this route being just newly opened, it is impossible to get the toll rates, or the points at which tolls are collected. Heretofore there has been but one toll chain, in New River Sound, where the canal turns southwest below Lauderdale, on the way to Miami, but the Canal Co. is about to put in six additional chains, whose locations have not been definitely decided upon. Information in regard to tolls, location of chains, etc., can be obtained from the F. E. C. Canal & Transportation Co., St. Augustine, Fla.

It may be interesting to know that the F. E. C. Canal & Construction Co. issued its first prospectus July 19, 1882, signed by Jay Cooke and J. K. Upton, and its franchise called for a grant of 3840 acres of land for every mile of way constructed or improved.

There seem to be no restrictions or rules as to the size of boats. Any boat that can dig or make its way through does so, at any rate of speed possible.

A line of steamers has been organized for service between Jacksonville and Miami. The boats are stern-wheel steamboats, about 110 feet in length, and there will be four of them. Further information regarding this line can be obtained at Jacksonville. The Indian river line of steamboats, operated by McCoy Bros., runs between St. Augustine and Palm Beach. An independent line makes this same trip with a larger boat, the "Swan."

Leaving Jacksonville, the way is retraced down the main ship canal to

Chart No. 158.

22 m. The mouth of Pablo Creek. It then runs through the marshes of Pablo Creek, which waterway it utilizes to a small extent. The draw of the F. E. C. R. R. is passed, and at

32 m. The line of the Canal leaves the creek and enters a cut 75 ft. wide, 6 ft. deep and 10½ miles long. At

42½ m. North river is entered. The course is in the channel of this river, which is narrow until the mouth of

Chart No. 159.

50½ m. Guano river is passed, where it widens. At

54½ m. There is a shoal l., and at

55 m. There is another shoal r. At

58 m. There is a turn r. and the way is down the broader river to

59½ m. St. Augustine (see p 109), past the town to the drawbridge of the South Beach Electric Railroad. The city r. is very interesting. Supplies of

all kinds can be bought here, and the anchorages are good. Visiting yachtsmen will find the boat clubs hospitable. Before the completion of the canal from the St. John's river to St. Augustine, boats left the St. John's and made the little cruise to the St. Augustine bar outside. This is done easily in good weather, the entrance being well marked (see chart).

Passing St. Augustine, Anastasia Island is to the left (see p 124). The way lies through Matanzas river, in which the channel is good, past

61½ m. San Sebastian river r. and

64½ m. Moultrie's Creek r. to

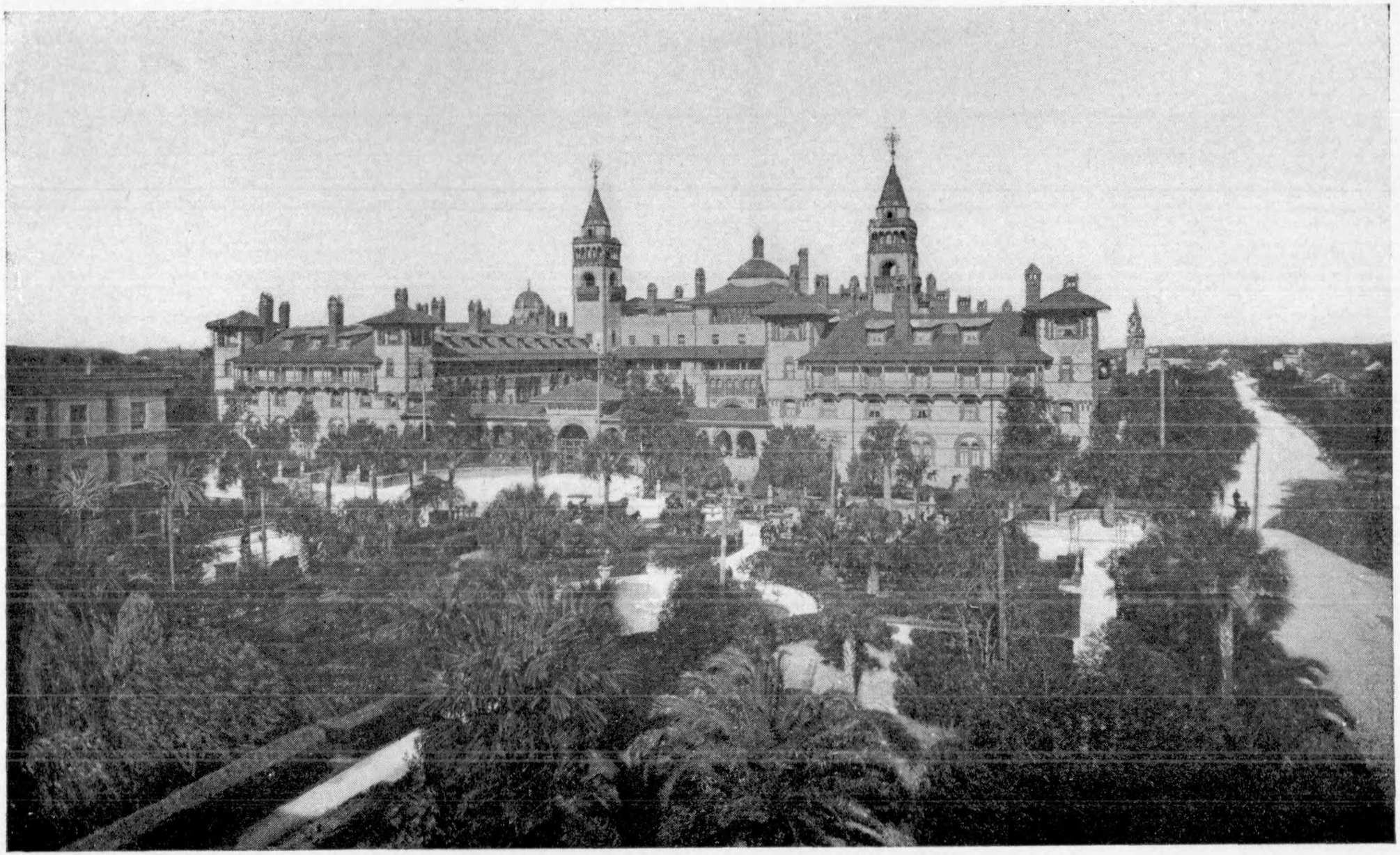
70 m. Where there is a submerged shoal, through which a short cut has been made, opposite Moses Creek r. At

75 m. Is an old Spanish fort, which guarded this inlet in early times. At

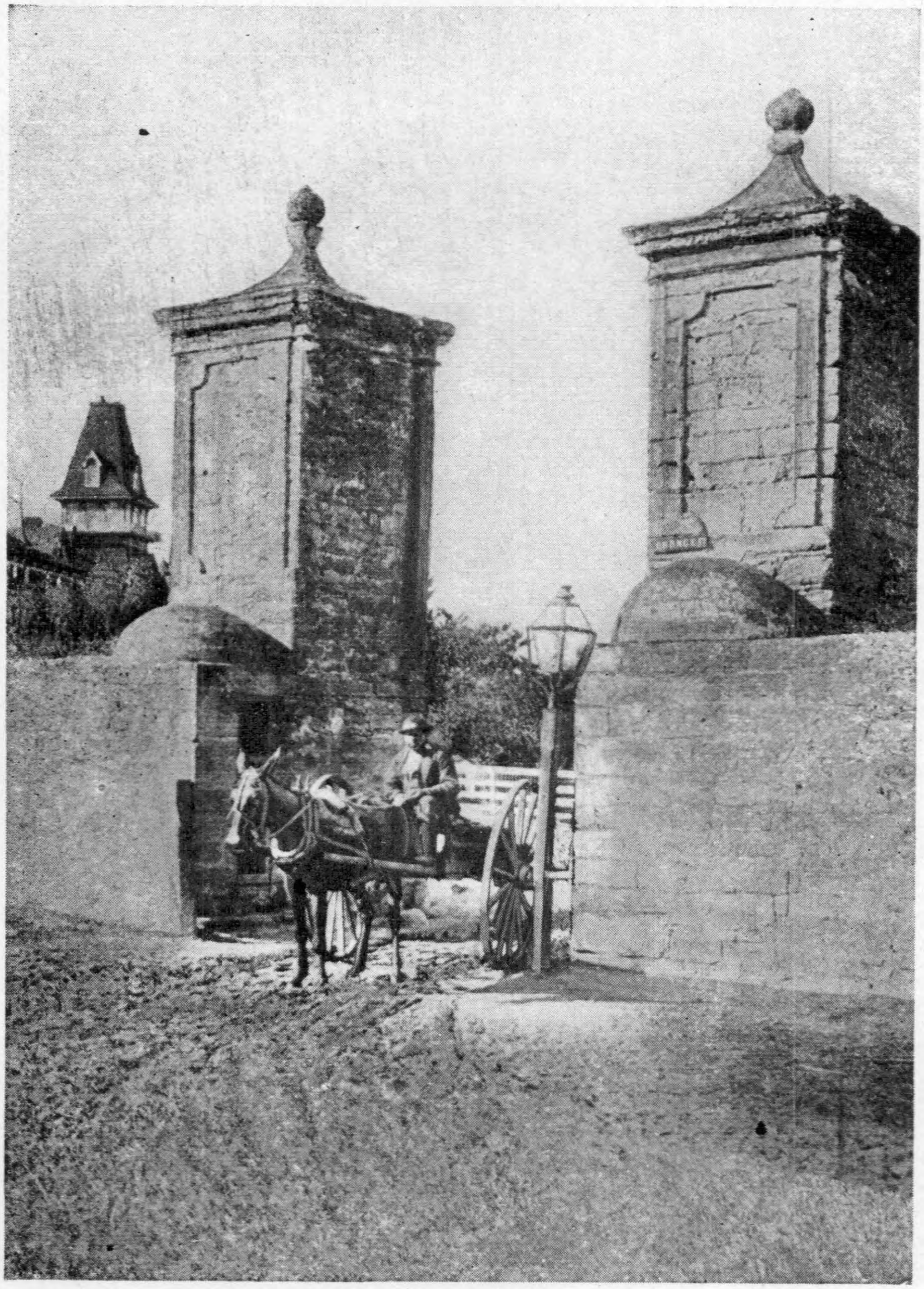
75½ m. Matanzas Inlet opens. Much dredging has been done here. The waterway is at first at deepening of the natural waters of the South Matanzas river, then a dredged way, beginning at

79 m. Opposite Pellicier's Creek r., and continuing to

82 m. Where the canal begins. The way is now a solid cut extending through woods, a rock divide and marsh, passing first through Bike's Prairie, then a



Hotel Ponce de Leon



City Gates

91 m. Lake to the left; through Graham's swamp, and entering the cut and dredged waterway of

95 m. Smith's Creek, and later Halifax Creek.

96½ m. The House of Refuge r. is on the ocean beach.

100 m. Tiger Hammock is passed.

101 m. Halifax river is entered, the dredged way extending to

101½ m. The end of the canal. The natural channel of the Halifax river here has been deepened in its approach to the canal. At

102 m. The mouth of the Tomoka river (p. 130), an interesting and feasible waterway for small boats and launches of not over three feet draft.

Chart No. 160.

The naturally shoal water of the Halifax has been dredged and marked, but it is difficult to protect the beacons and stakes, so the way must be carefully chosen. The Halifax River Yacht Club at Daytona has done much in marking the way and in keeping the stakes, etc., *in situ* from here to Gilbert's Bar, Indian river. The course lies down the Halifax to

107¾ m. Ormond (see p. 128) at the drawbridge from the town r. on the mainland to the Ormond Hotel, other hotels and cottage colonies on the peninsula l., both on the river and the ocean. The way is still down the river to

112 m. A drawbridge just north of Daytona. At

112½ m. Is the draw of the bridge at the north end of the town. At

113 m. A ferry crosses the river r., and there is a channel through a dredged way to the town shore r. Its landing l. is at the end of this bridge l. At

113⅔ m. South bridge from Daytona to the peninsula is passed. The channel is toward the left shore, but there is a dredged way in to the city dock, and to the Halifax River Yacht Club dock and anchorage r. At Daytona supplies of all kinds can be procured, and such boating hardware, etc., as is found in shops. Extensive boat repairs cannot be made expeditiously here, but there are ways and yards for small boats. The way lies down the channel near the left shore to

118¼ m. Port Orange r. (see p. 142). There is no channel in to the little town, but small boats go in north of the drawbridge that crosses from Port Orange to the peninsula. The course is down the river past the ridge of the peninsula l. and marshy islands and a pine and palmetto-clad shore r. There is a settlement at

124 m. Ponce Park l. — railroad station New Smyrna — a resort for fishermen. Opposite is the entrance to Spruce

Creek where is found the fishing which attracts fishermen to Ponce Park. The way up this creek is only for very shoal-draft launches. The bridge of the F. E. C. R. R. crosses this waterway.

124¾ m. Pacetti's, a well-known fishing place, is at the end of the peninsula next to the Mosquito Lighthouse reservation. The original settler was a Minorcan, and his son, B. Y. Pacetti, is an authority on the fishing condition of the inlet, and on the intricate waterways from here to the "Haulover."

125 m. Mosquito Inlet was much used before the opening of the canal to the north, and with a pilot is safe for boats of the class for which this itinerary was written. The course is across the Inlet — Turnbull Bay r. The tide that is met is the reverse flood or ebb of that just left in the Halifax river. It comes from the

126½ m. Hillsboro river, through which the way now lies. At

128⅓ m. The drawbridge from the mainland to the peninsula and Coronado Beach (see p. 148) crosses the river. From here the course is to

129¾ m. New Smyrna r. (see p. 143). The town lies back of sea marshes, through which are cut channels to the river. There is only a limited choice of

supplies here, and none can be bought until Titusville is reached. New Smyrna is a fishing center. Opposite, on the peninsula, are several aboriginal burial mounds, in one of which a copper disc was found. This would seem to prove that men from the far north also came to enjoy the shell-fish.

Through Hillsboro river the channel is tortuous, and while it has been many times well marked, it is almost impossible to protect the stakes, beacons, etc. There are bars and shoals and cul-de-sac creeks. A pilot or sailing-master who knows the way will facilitate progress. The way lies among and between islands of mangroves and marshy stretches, with the ridge of the peninsula l., and the settled country of the mainland r. There is a part of the course—"Head-wind Stretch" (1 m.)—which, in the old days of sail boats, was a marked place. The way turns and winds to the left and comes to a channel along the peninsula side.

140½ m. A beacon marks the course.

141¼ m. Turtle Mound l. is one of the largest midden mounds of the prehistoric Indians in Florida. It is 60 feet high and 300 feet long. Its isolated position accents its height. The slope, seen on approaching, is worn

away by the weather, and in the varying lines of the layers of shells which were piled upon it, from year to year, by the feasting people of those far-away times, the student may trace just what were the conditions existing in the surrounding waters. Bi- and uni-valves that were habitants of salt, brackish, and almost fresh water, form ribbon layers, which tell that there were periods when the waters of the sea were shut out more than now; when they had encroached more, and when they were again kept back. There is a view from the top of the mound worth the short climb by the way through the stunted forest and growth, which covers all its side but the weather-worn one seen on approaching. The curious visitor, by loosening the shells here, is rewarded by shards and an occasional bone implement. The burial mound lies in a thicket of Spanish bayonet, which can only be penetrated by the use of the machete and brush-hook. It has been visited only by the writer, and the burials were found to have been made in a concentric line, the skeletons lying extended. Brain coral of great symmetry and beauty was deposited in the graves. The way is overgrown and the dead still lie undisturbed. At

142¼ m. Eldora was the home of an old settler.

143¼ m. Castle Windy was also a habitation in early days.

145¼ m. The dredged canal opposite Oak Hill (see p. 152) on the mainland which connects the Hillsboro river with Mosquito Lagoon, is entered.

145¾ m. Beacon r. marking this way. The channel is now through the natural waters of Mosquito Lagoon, a body of water dear to the sportsman, extending to the south, where there are game preserves and orange groves. On the left is the peninsula covered with the usual scrub palmetto growth and occasional wind-swept and dwarfed trees. Opposite, is a

147½ m. House of Refuge l. on the beach. To the right are the pine and oak woods and palmetto hammocks of the mainland, with the homes of winter visitors and residents.

Chart No. 161.

153¾ m. A beacon marks the course.

154½ m. Another beacon, and at

155½ m. Is the entrance to the Cut called "The Haulover," which is through a narrow strip of land, with coquina rocks underlying, which separates Mosquito Lagoon from Indian river. The name came from the old days, when it was the custom to haul small boats across the land from one body of water to the other.

There are fishermen's shacks and net-racks along the banks, and at the west and r. was an old plantation and orange grove. Mosquito Lagoon, stretching away to the south, is a famous duck shooting ground. The Indian River Club has preserve privileges there. The way lies through the cut in the rocky divide ½ m., and then straight on out to

156¾ m. The beacon l., which marks the end of the dredged way into the Indian river. From here the way is to a

160 m. Beacon l. opposite Black Point l. This is rounded and the course leads past

165½ m. Sandy Point r. Just opposite here is Banana Creek, which defines the upper end of Merritt's Island, and which is navigable for a small boat or a dory launch of light draft. There is a way through it to the Banana river (p. 366). Merritt's Island (p. 154) extends along l. to opposite Eau Gallie (178¾ m.), with good channel to the dock. At

166 m. Titusville r. (see p. 152) is a town where supplies for both craft and commissary can be obtained. There is a boat yard, with ways, here and its facilities are the best on Indian river. The way down the Indian river has been improved for about 140 miles by dredging, cutting and

submerged canaling, and is the largest natural link in the Inland Waterway.

171½ m. Addison's Point r.

176½ m. Jones' Point r.

179½ m. Sharp's Point r.

181½ m. City Point r. are all passed. Indianola l. (see p. 154) is opposite, on Merritt's Island.

182¼ m. Magnolia Point r.

184 m. Cocoa r. (see p. 154) is a thriving town, with channel to docks and with good facilities for supplies, etc. Merritt, on Merritt's Island (see p. 154), is opposite.

185½ m. Rockledge (see p. 154) is one of the most attractive resort towns, with good channel to the docks and facilities for supplies, etc.

189 m. Georgiana; Merritt's Island l.

192 m. Cape Cod l., Merritt's Island.

194 m. Plover Point r.

194½ m. Mangrove Point l. on Merritt's Island.

198 m. Horn Creek r.

Chart No. 162.

200¾ m. Eau Gallie r., a town with channel to docks, a good anchorage, and with a boat yard and facilities for supplies, etc. The mouth of Banana river is just opposite l.

The Banana river, which extends between Merritt's Island and the ocean shore, is 30 miles long. Its greatest width is about five miles. Its entrance at the lower end of Merritt's Island is narrow and the water is deep. The anchorage

there is good at all times. There was formerly an old plantation on the ocean side, and a good trail to the beach still exists, 1¼ miles. The river widens out and its channel is good all the way to the preserves of the Cape Canaveral Shooting Club, which are located near False Cape Canaveral. There is much game and good fishing. Many little channels that are interesting to run with a shoal-draft launch, extend to the shores on either side. Merritt's Island, with its luxuriant groves and gardens, is on the left, and the wild land and ocean on the right. A way for small boats to the Indian river opposite Titusville is through Banana Creek, at the head of Banana river. The Chester Shoal House of Refuge is on the ocean beach here.

There is a canal cut across Merritt's Island into the Banana river, near Rockledge. This way is used to enable yachtsmen to include the Banana river in their course, without retracing their way. Information regarding this cut can be obtained at Cocoa or Rockledge. It can be plainly seen from the Indian river main channel at

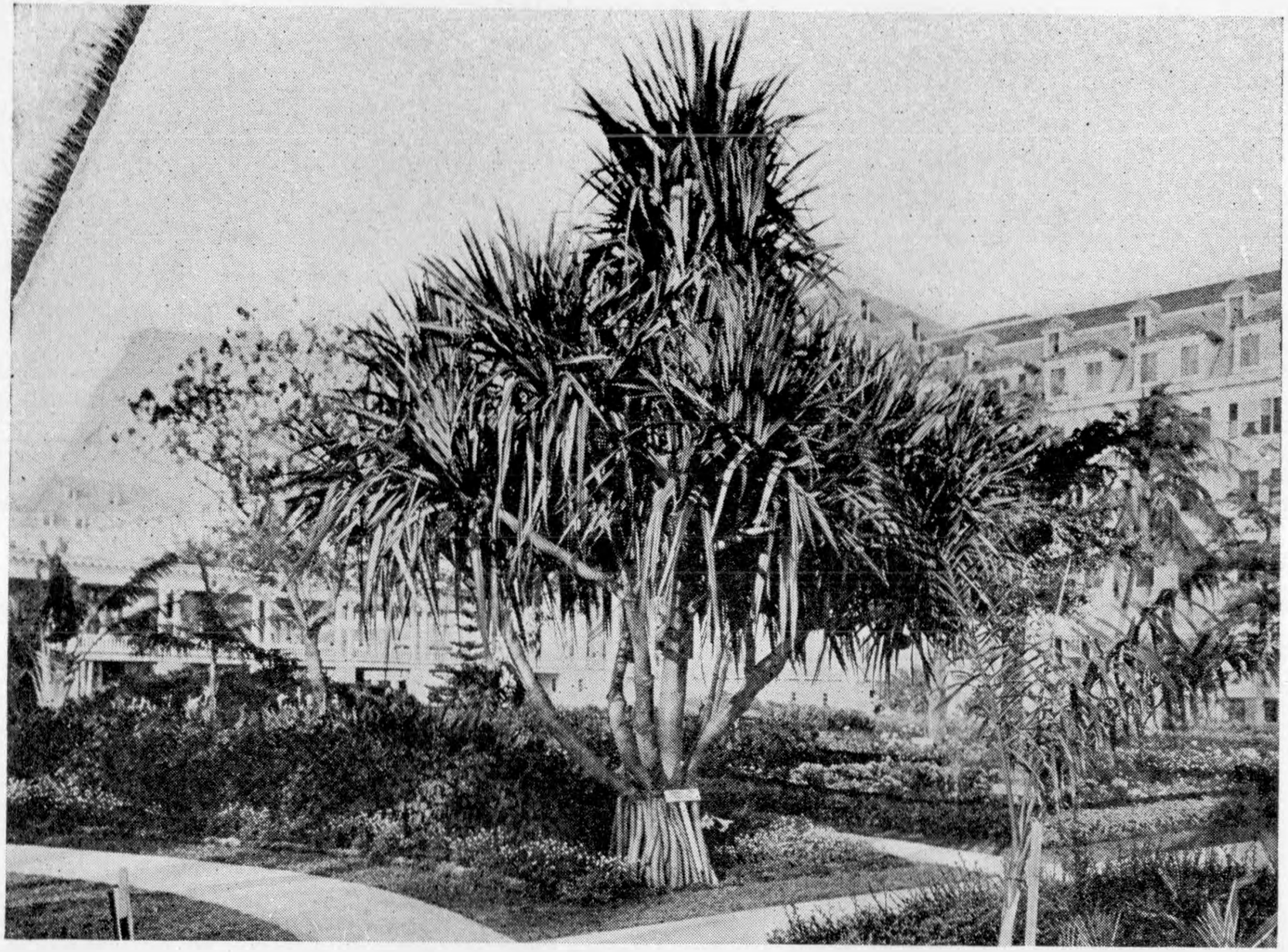
201¼ m. Elbow Creek r. is passed.

203 m. Military Park r.

204½ m. Melbourne r. (see p. 155). Between Eau Gallie and Melbourne, to the left, there are trails to the ocean beach at Huldock's, Olmstead and King's. Crane Creek r. is passed and

205 m. Fisherman's Point l. There are several trails to the beach l. and at

$205\frac{3}{4}$ m. Turkey Creek r.,
$209\frac{1}{2}$ m. Cape Malabar r., and
210 m. Malabar r. are passed.
212 m. Rock Point r. is passed. The water is all good until at
216 m. A beacon marks the way across the worst shoal in Indian river, at Grant's Farm, an island (see p. 156). See chart, and follow closely here. At
217 m. The south end of Grant's Farm Island is passed, and
$217\frac{1}{2}$ m. Micco r. is followed by
222 m. Sebastian Creek r. — pleasant cruising for shoal-draft boats up this stream. At
224 m. Sebastian r. (see p. 156) permits may be obtained for inspecting Pelican Island.
$226\frac{1}{2}$ m. Barker's Bluff r., and at
228 m. Duck Point r., with a trail to the railroad, are passed. At
229 m. A beacon marks the way to the Indian river narrows.
$229\frac{1}{2}$ m. The Indian River Narrows are entered. The way through these is by a good channel, well marked. The course winds among islands covered with semi-tropical vegetation, and with ruins of settlements which were prosperous homes at the time of the "big freeze" in 1895. Vegetables and fruit were raised in great quantities here. The islands have been aban-



Gardens of Royal Poinciana Hotel

The Catch

doned by settlers, but their natural beauty makes lingering worth while. A reservation for the conservation of pelicans is located on Pelican Island, which can be reached in a shoal boat. A shoal launch with a flat-bottomed rowboat in tow is the best fleet for this journey. Permission to land and inspect the birds can be obtained from the Warden at Sebastian.

Orchid, Gray and Enos mark old settlements.

233½ m. Narrows l., with its picturesque palmetto-thatched buildings and luxuriant hammock grove, is the most attractive point in the narrows.

Chart No. 163.

The way leaves the narrows and is in the open river.

238 m. Bethel Creek l. can be entered by small boats and a trip can be made to the Bethel House of Refuge on the beach. The main way passes

243½ m. Crawford's Point r., and reaches

250½ m. St. Lucie r. (see p. 156). Opposite is Negro Cut. l., through which a channel was dredged to Indian River Inlet by Senator Quay. There is also a way to the Inlet by

230 m. The main channel. The waters teem with fish and the Inlet is open to small fishing boats of very shoal draft. Half a mile below the Inlet is a House of Refuge on the coast.

The waters are shoal outside of the channel from here to

253½ m. Fort Pierce r. (see p. 158). Here a good channel runs to the docks, and there are facilities for supplies, etc., fish and oysters especially.

263½ m. Walton r., with a good trail to the beach opposite.

265½ m. Eden r.

268½ m. Jensen r. (see p. 159).

270 m. Portuguese Joe's l. is a point where yachtsmen have added to their fresh vegetable supplies for years. At

273 m. Gilbert's Bar Yacht Club l. is on the peninsula, and just below is the Gilbert's Bar House of Refuge, on a beautiful little cove, with good water close to shore. The rock divide between the river and the ocean is here but a few hundred feet wide, and the beach is very picturesque. The way south for two and a half miles is along the beach to St. Lucie Inlet. The little bay is lined with mangroves to the south. The course lies between this and

275 m. Sewall's Point l.

This is one of the most beautiful places in Florida. Deep water comes to the end of the long dock extending into the river from the high, forest-crowned peninsula. Capt. Henry E. Sewall has lived her for many years, and has developed the natural beauties of the place. A town — Port Sewall — has been started across St. Lucie river from the Point. On the Point itself are the

homes of many well-known men, and the Pennsylvania Club has a club house there. The fishing at the Inlet is famous. The late Ex-President Cleveland came here for many winters.

The point is at the end of the land that divides the St. Lucie and Indian rivers, which meet here and find an outlet to the ocean by Gilbert's Bar Inlet. Up the St. Lucie is the way to Stuart (see p. 160) and the two forks of the river, both very beautiful. The North Fork is navigable past White City, which is directly back of Walton on the Indian river. The South Fork is very tortuous and the way is easily lost. The channels are deep and well-marked (see chart).

From here (275 m.) Manatee Creek is navigable for two miles to a trail l. to a store and the railroad.

From here (275 m.) a channel leads to the ocean through the inlet two miles. Local information should be obtained at Sewall's Point as to the present condition of the inlet and the inland way immediately south of it. This way is through sheltering shoals, and is the worst place to be encountered except those points at the upper ends of Lake Worth and Biscayne Bay on the way farther south. The Government has called for bids for cutting a new channel from Great Pocket into Peck's Lake, $1\frac{1}{4}$ m., and for deepening the way into Great Pocket, which improvements will do away entirely with the uncertain shoals at the upper end of Jupiter Narrows.

276 m. The course is directly opposite St. Lucie Inlet l. At

278 m. North Jupiter Narrows are entered,

and the way goes from there to

279 m. Peck's Lake.

281 m. Peck's Lake is left and South Jupiter Narrows are entered through a cut. At

286 m. Hobe's Sound is entered, also by a cut through shoals. This sheet of water passes between pineapple plantations r. and the left side of the sound, where are many beautiful winter homes. The luxuriant vegetation and semi-tropical climate make this location one of great beauty. It was here that Joseph Jefferson had his winter home for years. At

291 m. Through a narrow cut at Conch Bar the course goes to Jupiter Sound, and at

292⅓ m. There is a cut through Hell Gate, a narrow and shallow part of the Sound. Ash Pan Shoals are left l., and the course at

294½ m. Is opposite Jupiter Light r. (If a turn is made here to the left the Closed Inlet — 1 m. — may be reached.) The way turns around the point r. on which the weather and signal stations, the lighthouse and the wireless telegraph station stand, passes these r. and West Jupiter l., and proceeds to

Chart No. 164.

295¼ m. The mouth of Lake Worth Creek l. This creek is entered and the way

follows the general course of this narrow, tortuous stream, by several short canals that have been cut through the valley of the creek to shorten the route. At

310 m. A cut canal, which leads to

305 m. Lake Worth (see p. 160). Here the way out is very shoal, and the stakes and marks are apt to be misleading. Care must be taken and the chart followed closely, and if a pioneer cruise, preliminary soundings in a small boat are advised.

306½ m. Munyon's Island l. is passed and

308 m. Lake Worth Inlet l. (This may be open — get local information.) The fixed houseboat light l. is a tea place. The fishing is good about the inlet. The course is now down the west shore of the lake, past

310 m. Riviera r., then it swings toward the left and goes through the draw of the F. E. C. railroad to

313 m. Palm Beach, Royal Poinciana Hotel and West Palm Beach r. (see p 161). There is every facility at West Palm Beach for boat repairs and replenishing commissary and wardrobe. The waters are well marked. There is a channel to the docks on both the east and west sides of the lake. The social life is all on the east side, the business on the west. Information is given yachtsmen at the dock of the Royal Poinciana Hotel as to

all local matters. Between here and Miami there is no point where more than the most ordinary commissary supplies can be obtained, so it is well to refit here for the cruise further south.

After leaving Palm Beach there are villas along the left shore, that of Richard Croker being most prominent. An old wreck lies on the ocean beach at his door, the spars of which are seen from the course l.

322 m. Hypoluxo Island l., and at

322⅔ m. Lantana l., where there is a store and oyster market. At

325½ m. The dredged way to the canal from the lower end of Lake Worth southward begins. At

326½ m. A drawbridge crosses the canal from Boynton to the Boynton Hotel. Just before this, to the right, are fish houses, which pack the great catches of mackerel that are seined in the ocean off Boynton Beach. The way is now through the canal. The semi-tropical growth is interesting and often very beautiful. There is a town at

332 m. Delray r., and at

336 m. Yamato r., a Japanese settlement, is in the distance. At

338 m. The way passes through the middle of Lake Wyman, a canaled way, and out through a very picturesque dredged creek to

340 m. Bocaratone Lake. There is a canaled way across the lake to

342 m. The Hillsboro river. The way is then down this river to the wider waters of the sound. The right bank is followed past an opening to the

Chart No. 165.

346 m. Mouth of a small creek, which it enters. (The lighthouse across and down the sound on the north side of the inlet is one-fourth of a mile to the left.) The canal follows the course of this creek. At

349 m. It skirts the edge of an expansion of the creek into a small lake, and continues straight on, entering again the canal way. At

354 m. There is a dredged way across a small lake, then a dredged way in a natural stream to

355 m. Another small lake, which is crossed by a dredged channel to

356 m. Middle river. The course is down this river to a little sound, passing some very large mangroves, then the home of Senator Tom Watson, of Georgia, l. and then the

357 m. Fort Lauderdale House of Refuge l. and the inlet, which is not open for boats. The way is across the open water to the mouth of New River Sound, a narrow waterway. (It is sometimes possible to cross and enter this sound and continue the way south, saving a mile in distance and having

deeper water, but the mouth of this channel shoals in storms by the shifting of the bars, so that most boatmen take the Lake Mabel route, as below.)

From the point opposite the mouth of this narrow sound, a turn is made abruptly to the right, and the shore is followed closely. The way is up New river to

358 m. The entrance of a creek. (Half a mile from here, up the river, is Fort Lauderdale [see p. 174]. The channel is deep and straight, and boat hardware and some commissary supplies can be obtained there.) The old toll chain is in this sound. On entering the creek the way is to

359 m. Lake Mabel, through which a circling course l. is taken, following the deep water to the cut l. which leads into the narrow sound one-half mile from the inlet. The way is now down this sound to

362 m. When the canal is again entered, and at

369¼ m. Mud Lake is reached. The way is marked across the lake, which is very shoal and with deep mud bottom, to a short canal, and then through this to

370¼ m. Dumbfoundling Bay. This is also crossed by a dredged channel at the east side, and at

371 m. Snake Creek is entered, a winding, twisting stream, through marshes and past verdant shores to

372½ m. Biscayne Bay, which is entered at its northern end. This is the fourth and last badly shoal part of the way. It is almost impossible to keep the channel marks in place, and experience, with local aid, is the best guide, basing the general course on the chart and the following description: The course is down the bay, closer to the right shore than to the left, a mile and a half to

374 m. Then cross to the bight in the right shore just before the mouth of

375 m. Arch Creek r. is reached. Follow the deepest water marked on the chart in a straight line from the mouth of Arch Creek to the

379 m. Entrance of the dredged canal. Bird Key is one-half mile to the right. (From here there is a way northeast for small shoal-draft boats, between two small islands to Biscayne Bay House of Refuge. Through the channel of Indian Creek from there, running south, at about 1½ miles, is Crocodile Hole, where these saurians are found and hunted.)

From its entrance, the way is through the dredged channel for one mile to

380 m. Where the course is laid through the deepest water to

383½ The F. E. C. R. R. and P. & O. S. S. Co's. docks. From there it is by the dredged steamship channel to an anchorage r. off

384 m. The Biscayne Bay Yacht Club at Miami (see p. 188).

Miami to Key West

Miami has facilities for all sorts of supplies. There are boat yards, ways and machine shops where repairs of every kind can be made. The river is lined with docks, and it affords a good harbor when the barometer warns of a coming storm which would be severe in the open bay — a rare but possible happening in the late winter season. Information of all kinds as to cruising and fishing can be had. Hydrographic charts may be obtained from the Government's selling agents, F. T. Budge & Co.

Cruising southward from Miami is ideal. The yachtsman is in closer touch with the waters of the open sea. Numerous cuts and channels make communication between the sheltered waters and Hawk's Channel (the channel between the outer submerged reef and the Keys) easy, and each year finds more boats in commission "down the Keys." In the old days, before the railway was built, all these inside waters (those between the Keys and the mainland) and those outside were used indiscriminately, but the closing of these communicating ways below Key Largo, by viaducts, fills and trestles, has virtually separated the lower inside way from Hawk's Channel, and only small launches can make the transit from one to the other. The inside way follows the waters between the shore and the Keys, and is the most attractive cruising and fishing ground in Florida.

Charts must be followed, and compass courses in the lower bay.

There are but two places where gasolene, water and provisions can be surely obtained after leaving Miami — Cocoanut Grove P. O. (but limited gasolene supply) and Marathon P. O. — until Key West is reached. The Keys are practically waterless, and there are only three other places where even sparse amounts of commissary stores can be obtained — Planter P. O., Russell's near Islamorada P. O. and Long Key P. O. There are opportunities for buying fruit and vegetables at the various plantations en route. The yachtsman should consider the provisioning of his boat thoroughly before starting south from Miami.

Mail can be received and sent at Jewfish, Planter and Islamorada (none of these recommended); at Long Key and Marathon, and at Key West post and telegraph facilities are good. Knight's Key should not be used as the dock is difficult to reach.

From Bahia Honda to Key West the way is outside in Hawk's Channel.

The anchorage at the Biscayne Bay Yacht Club House is between the dredged steamer channel l. and the shore r. From here there is a dredged way across the bay to a cut in the lower end of the Key opposite, 3 m., and on to deep water in the ocean, half a mile farther. This cut has been jettied on both sides at the ocean end. To the north of this cut, on the ocean beach, there is a bathing pavilion. A ferry runs from Miami, landing on the bay side of the Key, at the cut's entrance. This dredged channel can be left, at $2\frac{1}{4}$ m. from the anchorage, and the way through

Norris' Cut to the ocean can be taken, 1¼ m. to deep water outside. These cuts are much used by boats going to the outer reef for fishing.

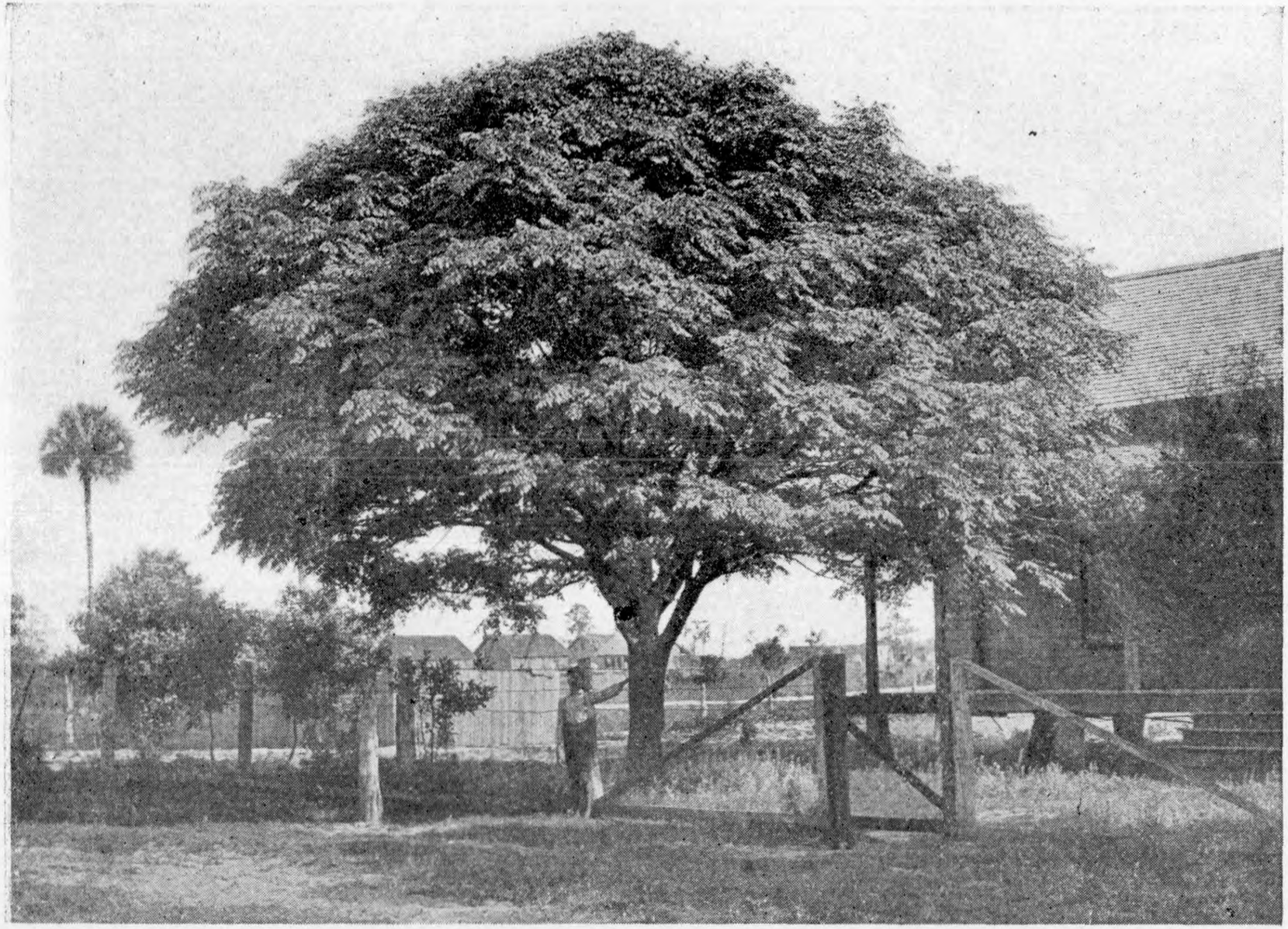
Chart No. 166.

The main way from Miami is through the steamer channel.

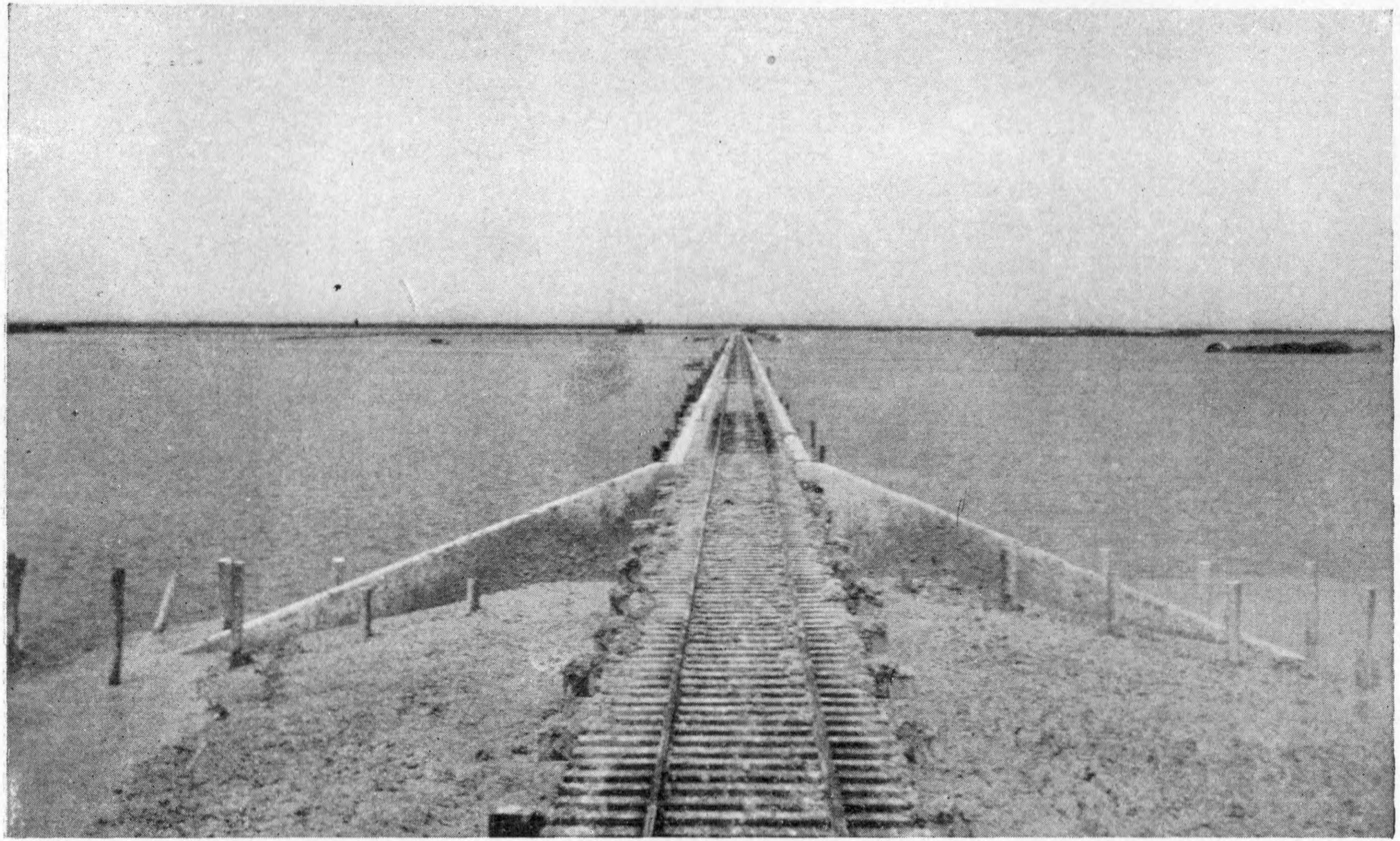
384⅔ m. A dredged channel r. leads back from here into the Miami river, half a mile to the Royal Palm dock. (See charts for the way across from this anchorage to the point, for very shoal-draft boats.)

386½ m. A buoy r. marks the lower entrance to the steamer channel. (There is a course l. to Bear's Cut and the ocean. The waters on the ocean side are very shoal, and this way out is not recommended. The fishing in this vicinity inside is good.) From this buoy the way to Cocoanut Grove skirts the shoal and is towards a buoy (see chart.)

Before reaching this buoy the way turns to the right towards Cocoanut Grove. There is a high stake one mile from the shore — this is kept 500 feet left, and the course is laid to the small boathouses south of the Biscayne Yacht Club House at Cocoanut Grove. Half a mile beyond the stake there is good anchorage, with four feet of water at low tide and a holding bottom. Stakes locally placed show the course for small boats to the Club House dock. There is a town



A China Tree



Boca Chica Viaduct

dock, but only rowboats can land there. In running this course at night, the course is from the buoy within the white sector of the Club House light, running directly towards it and sounding. There is one foot of tide, and anchorage must be made with this in consideration. There is much to interest the yachtsman here. The Club is the farthest south on the mainland of the United States. Regattas, races, etc., are frequent during the season. The distance from the Miami station of this Club to the Club House here is $6\frac{3}{4}$ m.

The main way is down the Biscayne Bay. At

390 m. (A channel l. to Old Cape Florida Light, now not used, $2\frac{1}{2}$ m., continues to $3\frac{1}{2}$ m. the steamer channel, and thence by it to the ocean.)

392 m. (The channel used by the P. & O. boats to the Bahamas leaves the inside way here and extends across barring shoals and between buoys, $4\frac{1}{2}$ m. out to the ocean.) From the buoy where the way turned to Cocoanut Grove, the inside way skirts the shoals l. (To the right from Elliott's Beach to Cutler on the mainland, are good fishing grounds — Spanish mackerel, etc. The marine growths are very beautiful all through Biscayne Bay.) At

$396\frac{3}{4}$ m. Is the point in the course where Fowey

Rocks Light is in a direct line with the center of Soldier Key. (By turning here directly towards Soldier Key there is a way there, $2\frac{1}{2}$ m. This Key was the property of Senator Camden, of Virginia, where he had a winter cottage. It is now a favorite point for "shore dinners," — 15 m. from Miami.)

400 m. (A way left to the north of Ragged Keys much used by fishermen, 3 m. through shoals.) The main way lies directly between the shoals l. and Featherbed Bank r.

401$\frac{1}{2}$ m. The course turns right, and passes across the shoal of Featherbed Bank into the deeper water of the lower bay.

(Elliott's Key l. is sparsely settled. Groves of cocoanuts can be seen, and a landing may be made in a flat-bottomed boat, and fruits and vegetables obtained.)

411 m. Rubicon Key, $\frac{1}{2}$ m. l. From here there is a way into Cæsar's Creek (see chart). Boats frequently anchor here, and also at $2\frac{1}{2}$ m. in the creek. Legends of the times of the buccaneers and of the blockade runners are still told to the visitor. The place in the coral rock where there used to be a staple and an iron ring for mooring Lafitte's (the pirate) boat is shown. At present vegetable gardens, plantations of tropical

fruits, lush forestation, jeweled waters and the splendid fishing are actual facts — as interesting as the storied past. The way through the creek is between Elliott's Key l. and Old Rhodes Key and Cæsar's Creek Banks r. to Hawk's Channel and the reef beyond.

412¼ m. The entrance of a dredged channel across the shoals (marked). The way is through the channel to

413½ m. The open waters of Card's Sound.

414½ m. (To the right and around the shoal are Arsenicker Keys. An anchorage south of the one farthest south and east may be made. A good lee in northerly winds. Among the roots of the mangroves fringing these islands, and in the water-worn coral holes are many mangrove snappers and crawfish.)

416½ m. Pumpkin Key ½ m. l. Behind this Key and in the channels near it and south of it, is found that most gamey of all fish, the bone-fish. Cary's Ford Light l. can be seen on the course through Card's Sound, across the Key. This course is laid to

419¾ m. The mouth of Steamboat Creek — the creek nearest the ocean on Key Largo (see chart). From this point of Key Largo r. there is a shoal extending to the mainland and marking the division between Card's and Barnes Sounds. There is a way

through this shoal by a cut (see chart) from one sound to the other, but it is rarely used. In Card's Sound, near this point, and also near Little Card Point, is a favorite fishing ground for bone-fish.

Steamboat Creek, two miles long, is a deep and winding stream, with shoals at both entrances. It leads through curious mangrove growths, with some other forestation that, by its allied nature, makes the vista a weird network of twisting, turning and interlacing branches, with hanging limbs sending out trailing roots as they near the water, and clusters of stems growing from the water and muck-line and the coral rock, all gathered together to form the tree's trunk, starting sometimes fifteen feet above the ground. Bird life in this creek is abundant; an occasional saurian is seen, and even a deer. Through the clear water the marine vegetation can be seen, swept by the tide's flow as fields of grain are swept by a breeze. Fishes of all sorts, corals and sponges, pass beneath the eye; turtles, too, and crustaceans. It is interesting to troll as the boat motors on. There is room to pass an oncoming boat. The other creeks (three) are similar to this in all general ways.

On leaving the creek the way is shoal, but the deepest water is straight on. The stakes should be watched in making the running.

Chart No. 167.

421¾ m. The entrance to Barnes Sound. The course is through the deep water of this sound. About a mile from the

course r., soon after leaving Steamboat Creek, are many grouper holes.

427½ m. The entrance to Jewfish Creek, a narrow, deep waterway, separating Cross Key r. from Key Largo l. The railway crosses from the mainland by a causeway to

428 m. A drawbridge, with two openings of about twenty feet each. In making the run through Jewfish Creek the state of the tide should be considered, and it is well to have an emergency anchor on the after deck. If there is delay in opening the draw, and the tide is with the boat, it is not an impossible thing to be brought up against the center pier uncomfortably. There is a little widening of the creek, with a little room for mooring l. just before coming to the draw. On passing it the stakes must be followed carefully, as the shoals are near the channel, which itself has plenty of water.

428½ m. The deep water of Blackwater Sound. The course is across this sound to

431¾ m. The mouth of a creek at the left of Bush Point. It enters this, and at

433 m. Tarpon Sound is reached. The course is through a dredged channel ½ m. to the deep waters of the sound. These are followed. There is good fishing here, and excursions can be made in the smaller creeks leading into this sound.

435 m. A creek is entered and followed one-fourth mile, then by a dredged channel.

435½ m. Whitewater Bay is entered. Here the water is always a cloudy white. This sheltered water is crossed to

438 m. A cut in Key Largo (see chart) and by it the way lies out into the more open waters of the Bay of Florida. From here the way is found by picking up the different Keys, and laying the course by them (except when crossing to Cape Sable). Fleets of sponging boats and fishing vessels are constantly seen from now on. These are visual, but not olfactory treats. Keep to the windward of them.

The course is laid from here to a point one-fourth mile off

441½ m. Pigeon Key l., care being taken to avoid the shoal r. Leaving here the shoal south of Pigeon Key l. is avoided, and the way is to

443½ m. Hammer Point l. ¼ m. Just beyond Hammer Point is Bootle's Bay, a most attractive little anchorage. Crawfish are found along the coral rock of its shore, and there is a good sandy bathing beach — still water. There is a trail to Planter P. O., on the ocean side of Key Largo. This little settlement was almost destroyed by a hurricane, but there is still a small store there. There are

several fruit plantations in the neighborhood — vegetables and eggs can also be obtained. Around the mangroves at the lower end of the bay is the way to Tavernier Creek. This is also reached on the main course.

444¾ m. The staked canal through the barring shoals is next traversed.

446 m. The way to Tavernier Creek l., and by it to the ocean, two miles. It divides Key Largo from Plantation Key (Long Island). At its inside entrance are many sea-bass, and the creek is a frequented trolling ground. Small boats can go through the passage under the railroad — 25 ft. wide, 8 ft. head-room — to the outer bay at Planter and around Tavernier Island, where bottom fishing is very good and many crawfish are found.

447 m. A staked cut through shoal, ½ m.

450 m. Snake Creek l., leading to the ocean, with a passage under the railroad — 25 ft. wide, 8 ft. head-room.

452 m. McGinty's Key l. ¼ m. The way is here easily followed through good water between shoals (see chart).

454 m. A bay to the left. At its upper end is a channel leading to the ocean, under the railroad, by a passage 25 ft. wide, 8 ft. head-room. On the shore of the bay is Islamorada P. O., a small settlement of bungalows, with

a good dock and six feet of water, and a road to the railway. There is then a trail leading to Russell's P. O., ¾ m., where there is a store and commissary supplies may be obtained.

455½ m. A dredged channel through shoals.

456 m. Shell Key l. ¼ m. On either side of this Key are channels toward the ocean which are used by small fishing boats (see chart).

457 m. A channel to the ocean l. between Upper and Lower Metacumbe Keys. It passes Lignum Vitae Key l. and goes through the drawbridge of the railroad. These waters are much frequented by fishermen.

Tea Table Key r. and Indian Key l. are easily reached. The fishing is especially good around Indian Key. This island was the scene of the Perrine massacre in the Seminole War times.

Alligator Reef Light can be seen across the Key from this part of the course. From here there is a way to Cape Sable that can be taken, but it is not advised. It is through varying shoals by narrow passages, not marked, and over other shoals where only the best stage of the tide permits a passage. Though there are several feet — two to three — of tide here, it is much affected by winds, and it is not easy to determine the probable depth of water. Sometimes the shoals are even dry. (Cape Sable is reached easily, as suggested farther on, from Long Key, or Marathon.) This way can be traced on the charts as follows: The course turns right and is by a

passage in the shoal with Twin Keys r. and Barnes Key l., thence through deeper water to another passage in the shoal near Rabbit Key r.; thence (Chart No. 168) to a passage in the long shoal off Man-of-War Key and Man-of-War Bush, both r., following around the shoal (Chart No. 167) and past these two Keys to a passage in the shoal to deeper water. This deeper water is traversed to the big shoal, beyond which the way crosses with Cline Key l. one mile, in to the channel that leads to an anchorage off Flamingo at Cape Sable. The way over all these shoals is through muddy water.

Continuing the main way —

460 m. A cut through the long shoal off Bowlegs Key l. ½ m.

463 m. The lower end of Lower Metacumbe Key is passed.

The course is now laid to a point just off the point of shoals at the upper end of Long Key l., and follows the tongue of deep water (see chart) as far as possible, then it keeps along the shore of Long Key l. ¼ m. to

470½ m. An anchorage off Long Key (see p. 201), just before the houses of the settlement there are reached. In anchoring here, the bottom is hard coral rock, and care must be taken to see that anchors are set securely. The swinging in the turn of the tide is apt to loosen them. A landing along the shore can be made with a small boat, the best point for this being at the end of the island, on

the inside of the concrete viaduct. The dock for the hotel is on the outside of this viaduct. Long Key Fishing Camp, situated here, is a center for fishermen, and express, post and telegraph facilities are here. There is also a small store for commissary supplies.

From Long Key there is a way to Cape Sable much used and recommended. It can be traced on the chart as follows: The main course is followed for 7 miles to a point off the coral reef off Grassy Key l. There it turns right and passes between Middle Shoal r. and West Horseneck Shoal l. At 11 m. the course is laid for the shoal off East Cape. The first land seen is Sandy Key, which at 23 m. is 3 m. to the right. The course from Marathon is joined at 29 m., and the way then turns (Chart No. 167) and runs along the shore to the anchorage off Flamingo, 37 m. The water from East Cape out over the shoals and along the mainland eastward is always muddy. The formation is marl and the bottom is deep, sticky mud. There is a tide of three feet, which can be taken into account. There is mangrove growth along the shore at Flamingo l. and r., and a cleared space at the primitive dock. Several families live along the coast. There are cane fields and sugar mills, and quantities of onions and other vegetables are grown here. There is a road back of the mangroves which leads eastward to the homes of the settlers, and westward to Middle Cape (Chart No. 168), passing a sportsmen's club house enroute to the Waddell cocoanut grove of 90,000 trees at Middle

Cape. The shells on this beach are said by conchologists to be the most interesting found in the United States. Back of the road there are cultivated fields and savannahs, and then winding, forested waterways, teeming with fish, and aquatic and land birds and animals. The fastnesses of this remote region have been a safe retreat in times past for criminals and social outlaws, but the few of these now left are in the Everglades farther inland. (Charts Nos. 167 and 168). The guides, fishermen and planters now living there can tell stories of the lawlessness of other days, but the sense of aloofness from all the rest of the world is what most impresses the visiting boatman to-day. The Game Warden in charge of the reservation here was killed in the discharge of his duties, and the feud over this was an exciting one. Naturally extenuating circumstances were claimed.

Cuthbert Rookery, the last of the great natural bird colonies, can be reached from Cape Sable. It lies eastward. The journey must be made in small boats, and after the muddy shoals of the bay are left, the way is through narrow, winding, overgrown waterways, through a tangle of branches and vines, to the inland salt lakes, where the birds nest and breed. To an ornithologist it is a red-letter excursion.

Tarpon abound in the waters about. They are speared by the local residents, but they can be taken with a hook. There are several good guides here for land journeys and for excursions to the Ten Thousand Islands, where game abounds, both for the land and the water sportsman, and where the environment is absolutely

primitive. The forestation is very tropical and the waters after rounding the capes are beautifully clear and colored. Cruises of great interest can be made to Whitewater Bay and up Shark's river into the Everglades, through a region of great beauty. The Ten Thousand Islands is interesting ground for exploration. On Chokoluskee Key there is a settlement and school. The guides near Flamingo can be recommended to the sportsman and explorer. This is the one region, besides the Everglades, that is yet to be invaded by civilization.

Chart No. 168.

The main course from Long Key is through good mackerel fishing grounds, with the viaduct l., to

474 m. A passage through the shoals.

474½ m. Channel Key, ½ m. l.

477¼ m. A long shoal and coral reef off Grassy Key. The way to Cape Sable r. leaves the main course here (see above). The course is laid to pass

481 m. Bamboo Key one-half mile l. This island is reputed free from mosquitoes. There is a vegetable garden here, and turtle crawls and a good little bathing beach. There are many sting-rays in the shoal waters between Bamboo and Crawl Keys.

484¼ m. Stirrup Key, one-fourth mile l.

486 m. Rachel Key, one-half mile l.

487½ m. Marathon P. O., with telegraph and express facilities, and supplies of all kinds. An anchorage can be found at either side of the railroad dock

in good water. Care must be taken to be out of the way of the railroad's steamers, launches, etc.

From Marathon to East Cape Sable, 28 m., and to the anchorage at Flamingo, 34 m. (see chart for the course). The way is all through open water after passing Crescent Shoal 3 m. l. Sandy Key is the first land sighted, 5 m. l. (For Cape Sable see p. 390.) Sombrero Key Light can be seen at night across the Key.

489½ m. Knight's Key dock, ¾ m. l. and the steel and concrete viaduct running south, carrying the railroad from key to key south. There is a drawbridge in this viaduct across Knight's Key Channel, which is the deepest and best pass to the outside waters.

491 m. Pigeon Key, one-half mile l.

493½ m. Molasses Key, 1½ m. l.

494½ m. A coral key, one-half mile l.

496½ m. Duck Key, one-half mile l.

498 m. Bahia Honda Key, one-fourth mile l. This island is a large one, and there is good fishing along its shores and in the channel at the north end.

500 m. The entrance to Bahia Honda Harbor Channel. The way turns left and at

501 m. Passes between Bahia Honda Key l. and West Summerland Key r., out through the F. E. C. R. R. draw to

502 m. The buoys in Hawk's Channel. It then turns right and lies between the protecting reef l. and the chain

of keys r., over which the railway is built — a sheltered passage, buoyed and lighted to Key West.

507 m. West Summerland Key, 1½ m. r., was formerly inhabited. Old gardens and a well are still there.

Newfound Harbor Key is passed, 1½ m. r.

Chart No. 169.

518 m. American Shoal Light, 4½ m. l.

521 m. The entrance to Boca Chica Channel, one mile r., a harbor. At

532¼ m. The course is opposite East Martello Tower, one mile r., on Key West.

532½ m. West Martello Tower, one mile r., and the town of Key West. It continues to the end of and around the island to an anchorage off the dock to the north side of

538¾ m. Key West (see p. 203).

HOTELS AND BOARDING HOUSES IN FLORIDA

Alachua

Sheffield Hotel, Mrs. J. Powell; capacity, 12; rates—per day, $1.00, per week, $10.00.

Transient House, J. M. Powell; capacity, ..; rates—per day, $2.00, per week, $10.00.

Transient House, A. R. Griffin; capacity, 4; rates—per day, $2.00, per week, $10.00.

Apalachicola

Franklin Hotel, C. H. Montgomery; capacity, 100; rates—per day, $3.00, per week, $15.00.

Fuller Hotel, S. Jenkins; capacity, 60; rates—per day, $2.50, per week, $15.00.

Altamonte Springs

The Altamonte, F. M. Scheibley; capacity, 100; rates—per day, $2.50, per week, $12.00.

Apopka

Apopka House, Mrs. W. K. Williford; capacity, 15; rates—per day, $2.00, per week, $7.00.

Arcadia

Arcadia House, Mrs. A. Roe; capacity, 35; rates—per day, $2.50, per week, $12.00.

Southern Hotel, Mrs. S. J. Faulks; capacity, 20; rates—per day, $1.00, per week, $5.00.

Florida House, Mrs. S. Stewart; capacity, 20; rates—per day, $1.00, per week, $7.00.

Cottage Hotel, S. N. Harward; capacity, 20; rates—per day, $1.00, per week, $7.00.

De Soto Hotel, M. S. Woodson; capacity, 50; rates—per day, $2.50, per week, special.

Archer

Magnolia House, S. Frie; capacity, 30; rates—per day, $2.00, per week, $6.00.

Atlantic Beach

The Continental, H. E. Bemis; capacity, 250; rates $4.00 up. Open March to May.

Avon Park

Hotel Verona, Dr. J. H. McCartney; capacity, 100; rates,—per day, $2.00, per week, special.

Bartow

Hotel Oaks, H M. Wear; capacity, 50; rates—per day, $2.50, per week, $15.00.

Wright House, J. C. Wright; capacity, 20; rates—per day, $2.00, per week, $10.00.

Bartow House, Mrs. J. H. Gardner; capacity, 25; rates—per day, $1.00, per week, $4.00.

Glen Oak, Mrs. I. L. McRory; capacity, 50; rates—per day, $1.50, per week, $7.00.

Orange Hotel, Mrs. N. Tillis; capacity, 50; rates—per day, $1.50, per week, $6.00.

Commercial Hotel, Mrs. Z. Towles; capacity, 25; rates—per day, $1.50 to $2.00, per week, ...

Bayard

Wings, Mrs. Wing; capacity, —; rates—per day, $1.50, per week, $6.00.

Belleair

Belleview, W. J. Fleming; capacity, 450; rates—per day, $5.00 up, per week, $28.00 up.

Belleview

Boarding House, O. M. Gale; capacity, 12; rates—per day, $1.00 up, per week, $6.00.

Boarding House, R. C. Ridge; capacity, 10; rates—per day, $1.00 up, per week, $6.00.

Bocagrande

Hotel Boca Grande, C. B. McCall; capacity, 25; rates—per day, $2.00, per week, $12.00 to $15.00.

Bowling Green

Bowling Green Hotel, Mrs. D. Vestal; capacity, 30; rates—per day, $2.00, per week, $7.00.

Boynton

Boynton Hotel, Boynton Hotel Co.; capacity, 100; rates—per day, $2.00 up, per week, $14.00 to $18.00.

The Vera, Mrs. W. H. Funck; capacity, 15; rates—per day, $1.50, per week, special.

Bradentown

Wyman House, A. F. Wyman; capacity, 25; rates—per day, $3.00, per week, special.

Manavista Hotel, Marven & Pearsons; capacity, 200; rates—per day, $3.00, per week, $15.00.

Le Chalet, John Holder; capacity, 25; rates—per day, $2.00, per week, $12.00.
The Oaks, Mrs. Morris; capacity, 15; rates—per day, $2.00, per week, $12.00.
Garr House, V. A. Garr; capacity, 30; rates—per day, $2.00, per week, $12.00.

Buena Vista

Courley House, Mrs. Ida Courley; capacity, 15; rates—per day, $2.00, per week, special.

Captiva

Captiva House, C. Eyber & Son; capacity, 25; rates—per day, $2.00, per week, $12.00.

Cedar Keys

Schlemer House, A Schlemer; capacity, 20; rates—per day, $2.50, per week, special.
White House, S. T. White; capacity, ..; rates—per day, $2.00, per week, $10.00.

Citra

Boarding House, W. A. Redditt; capacity, 6; rates—per day, $1.00, per week, $4.00.

Clearwater

Verona Inn, Mrs. C. W. Joseph; capacity, 75; rates—per day, $2.00, per week, $10.00 to $12.00.
Sea View, T. Kamansky; capacity, 40; rates—per day, $2.00, per week, $10.00 up.
Sea Ora, Lewis Fitzgerald; capacity, 25; rates—per day, $2.00, per week, $8.00 to $10.00.
Phoenix, Misses Scranton; capacity, 50; rates—per day, $2.00, per week, $10.00 to $12.00.
Amspaugh Cottage, J. L. Amspaugh; capacity, 15; rates—per day, $2.00, per week, $8.00.
Clearwater Inn, Thos. Gladding; capacity, 50; rates—per day, $5.00 up, per week, special.

Clermont

Clermont Inn, Wm. Kern; capacity, 30; rates—per day, $2.00, per week, special.

Cocoa

Cocoa House, E. E. Grimes; capacity, 110; rates—per day, $2.50 up, per week, special.
Cranbrook Cottage, Jane M. Smith; capacity, 20; rates—per day, $2.00, per week, special.
Home Cottage; capacity, 15; rates—per day, $1.50, per week, special.

Singleton Cottage, Mrs. G. S. Singleton; capacity, 10; rates—per day, $1.50, per week, special.

Thomas Cottage, Mrs. M. A. Thomas; capacity, 20; rates—per day, $1.50, per week, special.

Cocoanut Grove

Camp Biscayne, R. M. Munroe. Write for circulars and rates.

Coleman

Coleman House, Mrs. R. L. Gowdy; capacity, 25; rates per day, $1.00, per week, $4.50 up.

Coronado Beach

Atlantic Hotel, T. B. Demaree; capacity, 75; rates—per day, $2.00, per week, special.

Crescent City

Grove Hall, W. C. Norton; capacity 75; rates—per day, $2.00, per week, $8.00 up.

Sprague House, E. B. Coutant; capacity, 25; rates—per day, $2.00, per week, $8.00 up.

Turner House, Miss M. M. Turner; capacity, 30; rates—per day, $1.50, per week, $8.00 up.

The Southfield, S. A. Kinard; capacity, 35; rates—per day, $1.50, per week, $8.00 up.

Cutler

Richmond Cottage, Mrs. S. H. Richmond; capacity, —; rates—per day, $3.00 up, per week, special.

Dade City

Woods' Tavern, I. A. Woods; capacity, 25; rates—per day, $2.00, per week, $10.00.

Embry House, W. E. Embry; capacity, 25; rates—per day, $2.00, per week, $7.00 to $10.00.

Osceola, Mrs. M. D. Cochran; capacity, 20; rates—per day, $2.50.

Dania

Webb Hotel, F. W. Palmer; capacity, 20; rates—per day, $2.00, per week, special.

Daytona (See also Seabreeze)

The Austin, H. H. Manwiller; capacity, 100; rates—per day, $2.50 up, per week, special.

Bennett House, A. H. & E. Lane; capacity, 85; rates—per day, $2.50 up, per week, special.

Brown Cottages, J. G. Brown; capacity, —; for rent, furnished.

City Hotel, J. C. D. Dohn; capacity 20; rates—per day, $2.50 up, per week, special.

The Cedars, Mrs. Wm. Jackson; capacity, 30; rates, per day, $2.00, per week, $10.00.

The Cleveland, Mrs. Sarah Austin; capacity, 20; rates —per day, $2.00, per week, $10.00.

Despland, L. M. Waite; capacity, 200; rates—per day, $3.00 up, per week, special.

Fairview, Miss N. L. Lynch; capacity, 25; rates—per week, $10.00 to $12.00.

The Gables, S. H. Moseley; capacity, 30; rates—per day, $2.00, per week, $8.00 to $12.00.

The Glenn, Mrs. Glenn; capacity, 30; rates—per day, $1.50 to $2.00, per week, special.

The Hamilton, I. M. Mabbette; capacity, 20; rates—per day, $2.50, per week, $12.50.

The Howard, J. C. Howard; capacity, 50; rates—per day, $2.00 up, per week, special.

The Islington, Mrs. J. B. Parkinson; capacity, 50; rates —per day, $2.50 up, per week, special.

Ivy Lane Inn, W. W. Foltz; capacity, —; rates—per day, $3.00 to $4.00, per week, $17.50 up.

Lyndhurst, R. W. & J. H. Ball; capacity, 40; rates—per day, $2.50, per week, $11.00 to $15.00.

Magnolia, Mrs. Celeste Hinks; capacity, 40; rates—per day, $2.00 up; per week, special.

Myrtle, Chas. Kost; capacity, 35; rates—per day, $1.50 up, per week, $10.00.

Oaks, E. M. Sammis; capacity, 80; rates—per day, $2.50 up, per week, special.

Orange Villa, Mrs. Clara Cass; capacity, —; rates—per week, $20.00.

Osborne House, Amelia Osborne; capacity, 20; rates— per day, 50c. up, per week, rooms only.

Palmetto, C. O. Chamberlain; capacity, 100; rates—per day, $3.00, per week, special.

Parkinson, Mrs. Montana S. Ludlow; capacity, 45; rates—per day, $2.50 to $3.00, per week, $12.00 up.

Pines, Mrs. J. B. Hinsky; capacity, 60; rates—per day, $2.00 up, per week, special.

Prince George, Hilyard & Holroyd; capacity, 125; rates —per day, $3.00, per week, special.

Prospect, P. J. Doyle; capacity, —; rates—per day, $2.00 up, per week, special.
Ridgewood, E. D. Langworthy; capacity, 150; rates—per day, $3.00; per week, special.
Rosedale, E. M. Brown; capacity, —; rates—per day, $1.50 up, per week, special.
Saratoga Inn, John J. Maguire; capacity, 20; rates—per day, $3.00 up, per week, special.
Schmidt's Villa, Henry Schmidt; capacity, 100; rates, per day, $3.00, per week, $15.00 to $18.00.
Stanley House, S. H. Moseley; capacity, —; rates—per day, $1.50, per week, $8.00 to $10.00.
Tourist House, S. Bennett; capacity, —; rates—per day, $1.50 up, per week, special.
Troy House, Mrs. Mary Troy; capacity, 50; rates, per day, $2.00 up, per week, $7.00 to $10.00.
Wayside Inn, W. W. Abercrombie; capacity, —; rates on application.
Western, J. C. Rainsford; capacity, —; rates—per day, $1.50 up, per week, $7.00 to $10.00.
Willmer, W. C. Branch; capacity, 30; rates—per day, $1.50 to $2.00, per week, $8.00 up.

Daytona Beach

Daytona Beach Hotel, Thos. H. Keating; capacity, 60; rates—per day, $2.00 to $3.00, per week, special.
Glenwood, E. F. Britton; capacity, 35; rates—per day, $1.50 to $2.00, per week, special.
Lone Bay Inn, Mrs. Ichabod Dougherty; capacity, —; rates—per day, $1.00 to $1.50, per week, special.
New Seaside Inn, H. F. Stewart; capacity, 125; rates—per day, $2.50 up, per week, special.
Pinehurst, W. H. Freeman; capacity, 25; rates—per day, $1.50; per week, special.
Van Valzah, J. A. Van Valzah; capacity, 60; rates—per day, $2.50 up, per week, special.
White House, E. L. Howard; capacity, —; rates, per day, $1.50 up, per week, special.

DeLand

Boarding House, Mrs Dunbar and Miss Dunn; capacity, 30; rates—per day, $2.50, per week, $12.00 to $15.00.
Carrollton Hotel, G. A. Dreka; capacity, 100; rates—per day, $2.50, per week, special.

College Arms, I. T. Whitcomb; capacity, 25; rates—per day, $1.50, per week, $7.50 to $8.50.
Douglas House, Mrs. A. J. Sembler; capacity, 30; rates—per day, $1.50, per week, $7.00 to $10.00.
Hutchinson Hall, Geo. Hutchinson; capacity, 25; rates—per day, $2.00, per week, $7.00 to $10.00.
LaVilla, Mrs. W. J. Austin; capacity, 25; rates—per day, $2.00, per week, $8.00 to $11.00.
McLeod's, Mrs. E. B. Smythe; capacity, 40; rates—per day, $1.50; per week, $8.00 to $12.00.
Melrose, Mrs. W. W. Alcott; capacity, 50; rates—per day, $2.00, per week, special.
The Oaks, S. P. Hays; capacity, 50; rates—per day, $2.00, per week, $10.00 to $15.00.
Putnam Inn, B. E. Brown; capacity, 125; rates--per day, $2.50 up, per week, special.
Sembler Cottage, Mrs. A. J. Sembler; capacity, —; rates—per day, $2.00, per week, $8.00 to $10.00.
The Sutherland, M. J. Bennett; capacity, 40; rates—per day, $1.50, per week, $8.00 to $12.00.
The Waverly, Mrs. Drake; capacity, 35; rates—per day, $1.50, per week, $8.00 to $10.00.
Winter Home, J. E. Coen; capacity, 25; rates—per day, $1.50, per week, $8.00 to $12.00.

De Leon Springs

De Soto, F. O. Rudd; capacity, 50; rates—per day, $2.00, per week, $7.00.

Delray

Ocean View, M. Bennett; capacity, 15; rates—per day, $1.50, per week, special.
Sterling House, H. J. Sterling; capacity, 15; rates—per day, $2.00, per week, $9.00.

Dunedin

Club House, M. N. Thomson; capacity, 100; rates—per day, $2.00, per week, $10.00 up.
Jordan Hotel, J. D. Jordan; capacity, 25; rates—per day, $1.00, per week, $7.00 up.

Dunnellon

Dunnellon Hotel, Mrs. Jennie Smith; capacity, 35; rates—per day, 2.00, per week, ...
Marion Hotel, Mrs. L. Buse; capacity, 35; rates—per day, $2.00, per week, ...

Willacoochee Hotel, H. W. Stalker; capacity, 25; rates —per day, $2.00, per week, special.

Enterprise

Epworth Inn, Fla. Christian Assembly Ass'n; capacity, 100; rates—per day, $2.00; per week, $10.00 to $12.50.

Eau Gallie

Indian River Inn, J. R. Mathers; capacity, 20; rates—per day, $2.00, per week, $10.00.

Private Home, J. C. Boyer; capacity, 10; rates—per day, $1.00, per week, $4.50.

Private Home, W. H. Gleason; capacity, 10; rates—per week, $10.00.

Private Home, J. W. Rosetter; capacity, 10; rates—per week, $10.00.

Private Home, C. L. Taylor; capacity, 10; rates—per week, $7.00 to $10.00.

Eustis

Ocklawaha House, J. S. Lane; capacity, 50; rates—per day, $3.00, per week, ...

St. George Cottage, Mrs. Staton; capacity, 30; rates—per day, $2.00, per week, ...

Wyman House, A. A. Wyman; capacity, 25; rates—per day, $1.50, per week, ...

Fustis House, H. W. Bishop; capacity, 40; rates—per day, $1.50, per week, ...

Grand View, M. T. Baulet; capacity, 40; rates—per day, $2.50; per week, $10.00 up.

Federal Point (Railway Station, Hastings)

Groveland House, F. F. Tenney; capacity, 20; rates—per day, $1.50, per week, $7.00 to $9.00.

Florence Villa

Florence Villa, H. Guy Nickerson; capacity, 300; rates, per day, $3.00 up; per week, special.

Fort Pierce

Atlantic, Faber Bros.; capacity, 25; rates—per day, $2.00, per week, special.

Carlton, Mrs. L. L. Carlton; capacity, 15; rates—per day, $1.50, per week, special.

Chester House, Mrs. Harbin; capacity, —; rates, per day, $1.25; per week, special.

Ft. Pierce Hotel, Mrs. F. M. Tyler; capacity, 75; rates —per day, $2.50 up, per week, special.
Riverview Hotel, Mrs. S. W. Jennings; capacity, 35; rates—per day, $2.00, per week, $10.00.
Spring Cottage, F. C. Adams; capacity, —; rates—per day, $2.00, per week, special.
Stetson Hotel, Lucian Baker; capacity, 25; rates—per day, $2.00, per week, $10.00.

Fort Lauderdale

New River Hotel, P. N. Bryan; capacity, 60; rates— per day, $2.50 up, per week, special.

Fort Meade

Lightsey House, Mrs. J. C. Reif; capacity, 10; rates— per day, $2.00, per week, $8.00 to $10.00.
Southern Hotel, M. H. Wilson; capacity, 35; rates— per day, $1.50, per week, special.

Fort Myers

Royal Palm, F. H. Abbott; capacity, 200; rates—per day, $5.00 up, per week, ...
Hotel Bradford, E. F. Wyatt; capacity, 85; rates—per day, $3.00 to $3.50, per week, $17.50.
Hill House, Mrs. M. F. Hill; capacity, 50; rates—per day, $2.50; per week, $12.50.
Thorp House, Mrs. L. G. Thorp; capacity, 30; rates— per day, $2.00, per week, $12.00.
Florida House, W. A. Nelson; capacity, 30; rates—per day, $1.50; per week, $9.00.
Cottage Home, Mrs. S. W. Sanchez; capacity, 20; rates —per day, $2.50, per week, $12.50.
River View, Mrs. A. M. Brandon; capacity, 40; rooms only, special.
Sellers House, J. I. Sellers; capacity, 20; rates—per day, $1.00, per week, $5.00.
The Everglades, Mrs. K. B. King; capacity, 150; rates —per day, $2.50 up, per week, special.

Gainesville

Brown House, J. A. Ettel; capacity, 75; rates—per day, $2.50, per week, special.
Magnolia Hotel, J. S. Goode; capacity, 40; rates, per day, $1.25, per week, special.
White House, W. R. Thomas; capacity, 60; rates—per day, $2.50, per week, special.

Commercial, W. R. Richardson; capacity, 25; rates—per day, $1.50, per week, special.

Grant

Jorgensen House, L. Jorgensen; capacity, 30; rates—per day, $2.00, per week, special.

Green Cove Springs

Hotel Quisisana; capacity, 200; rates—per day, $4.00 up, per week, special.

Tyler House, Mrs. J. W. Lucas; capacity, 30; rates—per day, $2.00, per week, $10.00.

Mohawk, Mrs. C. W. Tyler; capacity, 30; rates—per day, $2.00, per week, special.

Riverside Hotel, Mrs. M. Hancock; capacity, —; rates—per day, $2.00, per week, special.

Hastings

Hastings Hotel, J. W. Sealy; capacity, 60; rates—per day, $2.00, per week, $10.00.

Homes' Place, A. M. Homes; capacity, 10; rates—per day, $1.00, per week, $5.00.

The Fox House, B. F. Fox; capacity, 10; rates—per day, $1.00, per week, $5.00.

Hawks Park

Bay View House, M. R. Mendell; capacity, —; rates—per day, $2.00, per week, special.

Hobe Sound

The Wigwams, J. H. Grant; capacity, —; rates—per week, $12.00.

Homosassa

Rendezvous, T. D. Briggs; capacity, 100; rates—per day, $3.00 up, per week, ...

Crescent Lodge, E. B. Richardson; capacity, 20; rates—per week, $2.00 up, per week, special.

Carpenter Hotel, I. C. E. Carpenter; capacity, 18; rates—per day, $2.00, per week, special.

Palmetto Inn, R. O. Stephens; capacity, 12; rates—per day, $1.00, per week, special.

Crescent Lodge, S. R. Udell; capacity, 15; rates, per day, $2.50 up, per week, ...

Whithall, J. J. Williams; capacity, 15; rates—per day, $2.00 up; per week, special.

Indianola (Cocoa)

Hotel Indianola, Ballard and Maxfield; capacity, 60; rates—per day, $2.00, per week, $8.00 to $10.00.

Island Grove.

Carlton House, Mrs. Carlton; capacity, —; rates—per day, $2.00, per week, $5.00.

Jacksonville.

Seminole, Wm. H. Marshall; capacity 250; rates—per day, $1.50 up, European.

Windsor, C. H. Montgomery; capacity, 400; rates—per day, $3.50 up, per week, ...

Aragon, J. A. Newcomb; capacity 250; rates—per day, $2.50 up, per week, ...

Duval, W. M. Floor; capacity, 250; rates—per day, $2.50 up, per week, $17.50 to $40.00.

Everett, George Mason; capacity, 225; rates—per day, $1.00 up, European.

Albert, W. A. Guill & Co.; capacity, 200; rates—per day, $1.00 up, European.

Park, W. H. Lowry; capacity, 100; rates—per day, $1.00 up, European.

St. Albans, K. H. Conroy; capacity, 50; rates—per day, $2.50 up; per week, $12.50 up.

The Royal Palms, Mrs. M. J. Morgan; capacity, —; rates—per day, $2.50 up, per week, special.

Grand View, D. E. Cooper; capacity, 60; rates—per day, $2.00 up, per week, $10.00 up.

Waverly, Mrs. L. Wilson; capacity, 150; rates—per day, $1.00, European.

New St. James, W. E. Alexander; capacity, 125; rates, per day, $1.00 up, European, per week, special.

Atlantic, George Morford; capacity, 175; rates—per day, 5c. up, European.

Windle, W. W. Smith; capacity, 100; rates—per day, $2.50 up, per week, $10.00 up, American; per day, $1.00 up, European.

Victoria, M. Ingalls; capacity, 75; rates—per day, $2.00 up, per week, $10.00 up.

Travelers, Mrs. H. W. Hancock; capacity, 100; rates—per day, $2.00 up, per week, $8.00 up.

Riverview, T. Griffith; capacity, 60; rates—per day, $1.50 up, per week, $7.00 up.

Westmoreland, John F. May; capacity, 75; rates—per day, $2.00 up, per week, ...

Lenox, W. M. Teahan; capacity, 65; rates—per day, $2.00 up, per week, special.

Jupiter

Carlin House, M. M. Carlin; capacity, 20; rates—per day, $2.00, per week, special.

Kissimmee.

Park House, A. Rose; capacity, 50; rates—per day, $1.00, per week, $6.00.

The Inn, H. W. Thurman; capacity, 60; rooms only.

Greystone, H. W. Thurman; capacity, 60; rates—per day, $2.50 up, per week, special.

Lake House, J. Hyde; capacity, 50; rates—per day, $1.00, per week, special.

Groves House, R. Groves; capacity, 20; rates—per day, special, per week special.

Key West

Cripe and Annexes; capacity, 60; rates—per day, 50c. up, per week, rooms only.

Edgar House; capacity, 20; rates—per day, $1.00, per week, rooms only.

Island City Hotel; capacity, 50; rates—per day, $1.00, per week, rooms only.

The Jefferson, J. P. Vining; capacity, 80; rates—per day, $3.00; per week, special.

The Victoria, Alvarez & Co.; capacity, 20; rates—per day, $1.00 up, per week, European.

LaBelle

Ft. Thompson Park Hotel, E. E. Goodno; capacity, 50; rates—per day, $3.00, per week, ...

Hotel Everett, E. E. Goodno; capacity, 25; rates—per day, $3.00, per week, ...

Lake City

Blanche Hotel, J. W. Ettell; capacity, 75; rates—per day, $2.50, per week, $10.00.

Central Hotel, J. T. Briere; capacity, 50; rates—per day, $2.00, per week, $8.00.

Lake Helen

Harlan Hotel, P. E. Stone; capacity, 10; rates—per day, $2.00 to $2.50, per week, $10.00 to $15.00.

Hotel Webster, J. A. and M. I. Jefferys; capacity, 200; rates—per day, $2.00, per week, $8.00 to $9.00.

Lakeland

Tremont, John S. Bowen; capacity, 75; rates, per day, $2.50, per week, special.

Glenada, U. Blount; capacity, 35; rates—per day, $2.00, per week, special.
Sidney, J. E. Lee; capacity, 35; rates—per day, $2.00, per week, special.
Arlington, Mrs. M. E. Rice; capacity 30; rates—per day, $2.00, per week, special.
Matanzas, Mrs. McIntosh; capacity, 20; rates—per day, $1.50, per week, special.

Lantana

Lantana House, M. B. Lyman; capacity, 10; rates—per day, $2.00, per week, $12.00.

Lawtey

Redding House, Mrs. Redding; capacity, 12; rates—per day, $1.50, per week, $5.00.

Largo

Hotel Largo, F. M. Campbell; capacity, 30; rates—per day, $2.00, per week, $10.00.

Leesburg

Lakeview Hotel, E. C. Worrell; capacity, 125; rates—per day, $2.50 up, per week, special.
Magnolia, J. A. McCormack; capacity, 12; rates—per day, $2.50, per week, special.
Hotel Heights, L. E. Dozier; capacity, 50; rates—per day, $2.50, per week, special.
Commercial Hotel, W. & M. C. Folson; capacity, 15; rates, per day, $2.00, per week, special.

Little River

Douthett House, Miss Douthett; capacity, 15; rates—per day, $2.00, per week, $10.00.

Live Oak

Suwanee, Pearson & Letcher; capacity, 100; rates—per day, $2.50 up, per week, special.
Ethel Hotel, J. R. McDonald; capacity, 40; rates—per day, $2.00, per week, special.

Long Key

Long Key Fishing Camp, L. P. Schutt; capacity, 100; rates—per day, $3.00 up, per week, special.

Lloyd

Whitfield House, Mrs. I. H. Dennis; capacity, 10; rates—per day, $2.00, per week, $10.00.

Loughman

Wray Camps, rates—per day, $2.00.

Madison

Merchant Hotel, Mrs. J. P. McCall; capacity, 60; rates—per day, $2.50, per week, $10.00.

Magnolia Springs

Magnolia Springs, O. D. Seavey; capacity, 300; rates—per day, $4.00, per week, $21.00 up.

Magnolia Inn, O. D. Seavey; capacity, 30; rates—per day, $2.00, per week, $12.00 to $14.00.

Maitland

Maitland Inn, D. T. Judd; capacity, 50; rates—per day, $2.00 to $2.50, per week, $18.00.

The Oaks, M. E. Simmons; capacity, 10; rates—per day, $1.50, per week, $7.00.

Moreman House, Mrs. L. A. Moreman; capacity, 25; rates, per day, $1.50; per week, $8.00.

Manatee

The Central Hotel, H. L. Ringo; capacity, 200; rates—per day, $2.00, per week; $11.00.

Marco

Hotel Marco, W. D. Collier; capacity, 50; rates—per day,. $1.50, to $2.00, per week, ...

Melbourne

Brown House, Mrs. George M. Brown, capacity, 40; rates—per day, $2.00 up, per week, special.

Carleton, John M. Ferguson; capacity, 85; rates—per day, $2.00 up, per week, $14.00 up.

Myrtle Cottage, G. G. Cummings; capacity, 20; rates—per day, $1.50, per week, $8.00.

Sunny Rest, Mrs. M. A. Brown; capacity, 20; rates—per day, $1.50, per week, $8.00.

Merritt (Cocoa)

River View; rates—per week, $7.00 to $10.00.

The Pines, Mrs. Gertrude T. Duff; rates—per week, $12.50 to $15.00.

Miami

Arcade, Mrs. J. E. Ogle; capacity, —; rates—per day, $2.00, per week, special.

Bay View, Mrs. E. C. Miller; capacity, 30; rates—per day, $2.00 up, per week, special.

Biscayne Hotel, H. G. Keith; capacity, 150; rates—per day, $2.50 up, per week, special.

Boyd Cottage, Mrs. J. W. Boyd; capacity, 30; rates—per day, $2.00 up, per week, special.

Commercial, Conrad Schmid; capacity, 20; rates—per day, $2.00, per week, special.
Ft. Dallas Hotel, Mrs. Lillie L. Flanagan; capacity, —; rates, per day, $2.50 up, per week, special.
Gralyn House, S. Graham; capacity, 40; rates, per day, $3.00 up, per week, special.
Green Tree Inn, M. H. March; capacity, 50; rates—per day, $2.50 to $3.50, per week, special.
The Gautier, Mrs. T. N. Gautier; capacity, 10; rates—per day, $2.00, per week, $10.00 to $14.00.
Hinson House, Mrs. J. E. Hinson; capacity, 12; rates—per day, $2.00, per week, $12.00 up.
Hotel Iroquois, R. T. Daniels; capacity, 150; rates—per day, $2.50 up, American and European plans.
Minneapolis, J. P. Sawtelle; capacity, 40; rates—per day, $2.00 to $2.50, per week, special.
New Everglade, Mrs. I. M. Wells; capacity, —; rates—per day, $2.00; per week, special.
The Rocklyn, P. C. Hainlin; capacity, 20; rates—per day, $1.50, per week. $7,00 up.
Royal Palm, J. P. Greaves; capacity, 400; rates—per day, $6.00 up, per week, special.
The Rutherford, Mrs. V. A. Rutherford; capacity, 15; rates—per day, $2.00, per week, special.
San Carlos, Gus A. Muller; capacity, 60; rates—per day, $2.50 up, per week, special.
White Palace, G. D. Smith; capacity, 300; rates—per day, $2.00 to $4.00, per week, special.

Montbrook

Davis House, Mrs. J. R. Davis; capacity, 50; rates—per day, $2.00, per week, $5.00.
Piney Woods Inn, Mrs. J. S. Sistrunk; capacity, 20; rates—per day, $2.00, per week, $7.50.

Monticello

St. Elmo, H. W. McRory; capacity, 100; rates—per day, $2.75; per week, special.
Scott House, Mrs. R. Scott; capacity, 15; rates—per day, $2.00, per week, special.

Morriston

Cox House, J. P. Cox; capacity, 50; rates—per day, $1.50, per week, $8.00.

Mount Dora

Lakeside Inn, Geo. D. Thayer; capacity, 75; rates—per day, $2.50, per week, $12.00 to $15.00.

Bruce House, B. M. Bruce; capacity, 40; rates—per day, $2.00, per week, $8.00 to $12.50.

Naples-on-the-Gulf

Hotel burned.

New Smyrna

Alba Court, C. W. & J. F. Pennell; capacity, 45; rates—per day, $2.00 up, per week, $10.00 up.

Byrd House, J. W. Byrd; capacity, 22; rates—per day, $1.00, per week, $5.00.

Fox House, Dr. B. F. Fox; capacity, 15; rates—per day, $1.50 up, per week, special.

Magnolia, Mrs. G. A. Demmick; capacity, 25; rates—per day, $2.00, per week, $10.00.

Ocean House, Sams & Sams; capacity, 100; rates—per day, $3.00, per week, $15.00 up.

Palmetto, Mrs. J. W. Ashton; capacity, 15; rates—per day, $1.00, per week, $5.00.

Paul Cottage, Mrs. Paul; capacity, 20; rates—per day, $1.50, per week, $10.00.

Oak Hill

Barker House, H. S. Barker; capacity, 20; rates—per day, $1.50, per week, $6.00.

Ocala

Montezuma, J. A. Dewey, capacity, 170; rates—per day, $2.00, per week, special.

Ocala House, E. L. Maloney; capacity, 200; rates—per day, $2.50, per week, special.

Hotel Metropole, Mrs. C. A. Liddon; capacity, 20; rates—per day, $2.00, per week, special.

Orange City

Orange City Hotel, R. L. Fenn; capacity, 5; rates—per day, $2.00 to $2.50, per week, special.

The Trues, J. L. True; capacity, 2; rates—per day, $2.00, per week, $7.00 up.

Orange Park

Cottage Inn, Mrs. A. L. Evans; capacity, 20; rates—per day, $2.00; per week, special.

Twin Cottage, Miss VanEmburg; capacity, 25; rates—per day, $2.00, per week, special.

Orlando

San Juan, H. L. Beeman; capacity, 150; rates—per day, $3.00, per week, special.

Tremont Hotel, Capt. J. W. Wilmont; capacity, 120; rates—per day, $2.00 up, per week, special.

The Pines, J. T. Horner; capacity, 25; rates—per day, $1.50, per week, special.

New Lucerne, Mrs. R. S. Rowland; capacity, 75; rates—per day, $2.50, per week, special.

The Windmere, Mrs. Bryant; capacity, 25; rates—per day, $1.50, per week, special.

Duke Hall, Mrs. J. K. Duke; capacity, 30; rates—per day, $1.50, per week, special.

Eola Cottage, Miss H. T. Paul; capacity, 20; rates—per day, $2.00, per week, special.

The Summerlin, Mrs. C. V. Caldwell; capacity, 25; rates—per day, $1.50, per week, special.

The Windsor, Mrs. J. Q. Myers; capacity, 25; rates—per day, $1.50, per week, special.

The Wyoming, A. T. Miller; capacity, 75; rates—per day, $2.00, per week, special.

The Childs Cottage, Mrs. J. P. McBride; capacity, 15; rates—per day, $1.50, per week, special.

The Keystone, Mrs. H. B. Myers; capacity, 15; rates—per day, special, per week, special.

The St. Charles, Hilpert & Faul; capacity, 60; rates—per day, $2.00 to $2.50, per week, $14.00 to $25.00.

Ormond

Granada, F. R. Moore; capacity, 30; rates—per day, $2.00, per week, $10.00 to $12.00.

Mildred Villa, A. M. Watson; capacity, 20; rates—per day, $2.50, per week, $10.00 to $15.00.

Ormond, J. D. Price; capacity, 600; rates—per day, $5.00 up, per week, special.

Rose Villa, Mrs. Frank Mason; capacity, 20; rates—per day, $2.00 to $2.50, per week, $10.00 to $15.00.

The Inn, Anderson & Price Co.; capacity, 75; rates—per day, $3.00 to $4.00, per week, special.

Oviedo

Argo House, Mrs. J. Argo; capacity, 25; rates—per day, $2.00, per week, special.

Cushing House, T. L. Cushing; capacity, 30; rates—per day, $2.00, per week, special.

Palatka

Arlington, E. L. Wilbur; capacity, 75; rates—per day, $2.00 up, per week, special.

Devereux Home, Mrs. M. Devereux; capacity, 10; rates—per day, 50c. up, rooms only.

The Howell, R. C. Howell; capacity, 100; rates—per day, $2.00 up, per week, special.

Kimball House, Mrs. J. A. Granger; capacity, 20; rates—per day, $1.25 up, per week, special.

Metcalf House, Mrs. Willie Metcalf; capacity, —; rates—per day, $1.50, per week, $8.00 to $10.00.

Saratoga, M. B. Jacobson; capacity, 75; rates—per day, $2.50 up, per week, special.

Palm Beach

The Breakers, Leland Sterry; capacity, 600; rates—per day, $6.00 up.

Hibiscus; capacity, 125; rates—per day, $2.50 up, per week, special.

Palm Beach Hotel, Sidney Maddock; capacity, 300; rates—per day, $3.00 up; per week, special.

Royal Poinciana, H. E. Bemis; capacity, 2,000; rates—per day, $6.00 up.

Palmetto

Oaks Hotel, J. N. Green; capacity, 50; rates—per day, $2.50, per week, $10.00.

Pas à Grille

The La Plaza, Mrs. A. C. Hartley; capacity, 75; rates—per day, $2.00, per week, special.

The Bonhomie, Geo. H. Lazotte; capacity, 25; rates—per day, $1.50, per week, $9.00.

Mason Hotel, J. A. Mason; capacity, 25; rates—per day, $1.50, per week, special.

Page's Hotel, C. C. Page; capacity, 25; rates—per day, $1.50, per week, special.

Pensacola

Escambia, G. W. Sims; capacity, —; rates—per day, $2.00.

Manhattan, A. Goldbach; capacity, —; rates—per day, $2.50.

San Carlos, G. H. Hervey; capacity, 175; rates—per day, $1.50 to $4.00, European.

Southern, K. I. Bowen; capacity, —; rates—per day, $2.50.

Plant City

City Hotel, Mrs. W. A. McQuaig; capacity, 25; rates—per day, $2.00, per week, special.

Palmetto Hotel. (Being rebuilt.)

Roselawn, Mrs. E. R. Crum; capacity, 100; rates—per day, $2.50, per week, special.

Ponce Park (Mosquito Inlet)

Pacetti House, G. A. Pacetti; capacity, —; rates—per day, $2.00, per week, $10.00.

Park Hotel, J. R. Ellison; capacity, —; rates—per day, $2.50, per week, special.

Pacetti's, B. J. Pacetti; capacity, 15; rates—per day, $2.00, per week, $10.00.

Port Orange

Port Orange House, S. Fred Cummings; capacity, 45; rates—per day, $2.50, per week, special.

The Illinois, D. W. Winn; capacity, 18; rates—per day, $1.50, per week, special.

Punta Gorda

Dade House, S. I. Huffman; capacity, 40; rates—per day, $2.00, per week, $12.00.

Travelers Hotel, Mrs. J. C. Johns; capacity, 40; rates—per day, $2.00, per week, $12.00.

Punta Rassa

Shultz Hotel, Geo. R. Shultz; capacity, 60; rates, per day, $3.00, per week, $21.00.

Quincy

Lorrance Hotel, J. W. Baschal; capacity, 20; rates—per day, $2.00, per week, $10.00.

The Quincy, W. M. Mabson; capacity, 100; rates—per day, $2.50, per week, $14.00.

River Junction

Shepard House, W. L. Shepard; capacity, 50; rates—special.

Rockledge

Indian River, Hotel Indian River Co. Inc.; capacity, 300; rates—per day, $3.00 up, per week, special.

New Rockledge and Cottages, D. L. & W. H. Wood; capacity, 200; rates—per day, $3.00, per week, special.

Oak Cottage, F. D. Baldwin; capacity, 50; rates—per day, $2.00 to $2.50, per week, special.

Plaza Hotel; capacity, 200; rates—per day, $2.50 up, per week, $14.00 to $18.00.

Singleton Cottage, Mrs. Geo. L. Singleton; capacity, 20; rates—per day, $1.50 up, per week, special.

White's Cottages, J. J. White; capacity, 30; rates—per day, $2.00, per week, $10.00 to $12.00.

St. Augustine

Alcazar, W. McAuliffe; capacity, 400; rates—per day, $4.00 up, per week, ...

Arlington, Mrs. Emma McL. McKeen; capacity, 60; rates—per day, $2.00 up, per week, special.

Barcelona, Miss A. N. Blair; capacity, 70; rates—per day, $2.50 to $4.00, per week, special.

Bay State Cottage, W. P. Oliver; capacity, 15; rates—per day, $1.50 to $2.00, per week, special.

Bennett House, S. F. Bennett; capacity, 60; rates—per day, $2.00 to $3.00, per week, $15.00 to $20.00.

Buckingham, Wachenhousen & Maust; capacity, 75; rates—per day, $2.50 up, per week, special.

Campbell House, Jno. T. Campbell; capacity, 30; rates—per day, $2.00, per week, special.

Central Hotel, C. W. Johnson; capacity, 50; rates—per day, $1.50 to $2.00, per week, $8.00 to $12.00.

Craddock House, Mrs. E West; capacity, 40; rates—per day, $1.50 to $2.00, per week, special.

Dunham House, Mrs. D. L. Dunham; capacity, 25; rates—per day, $1.50 to $2.00, per week $7.00 to $12.00.

Florida, O'Connor & Mahon; capacity, 250; rates—per day, $2.50 to $3.50, per week, special.

Granada, S. Thomas Penna; capacity, 150; rates—per day, $2.50 up, per week, special.

Hotel Clairmont, Mrs. A. Boutelle; capacity, 75; rates—per day, $2.00, per week, special.

Keystone, L. J. Boyes; capacity, 60; rates—per day, $2.00, per week, special.

La Borde, Mrs. E. Cowan; capacity, 40; rates—per day, $1.00 to $1.50, per week, special.

La Posada, Mrs. John Center; capacity, 50; rates—per day, $1.00 to $1.50, per week, special.

Lyon Building, O. B. Smith; capacity, 150; rooms only.

Magnolia, Palmer & MacDowell; capacity, 300; rates—per day, $2.50 up, per week, special.

The Marion, H. Muller; capacity, 100; rates—per day, $2.50 up, per week, special.

Monson House, A. V. Monson; capacity, 75; rates—per day, $1.50 to $2.50, per week, special.

Neligan, Mrs. H. Neligan; capacity, 20; rates—per day, $1.50 to $2.50, per week, special.

Ocean View, H. E. Hernandez; capacity, 75; rates—per day, $2.00 up, per week, special.

Palmetto; capacity, 50; rates—per day, $1.50 to $2.00, per week, $7.00 to $10.00.

Ponce de Leon, Robert Murray; capacity, 500; rates—per day, $5.00 up, per week, ...

San Marco; capacity, 100; rates, per day, $1.00, rooms only.

Spear Mansion, Mrs. A. R. Spencer; capacity, 50; rates—per day, $2.50 up, per week, special.

St. George, M. B. Montgomery; capacity, 200; rates—per day, $2.50 up, per week, special.

Valencia, Miss E. Frazer; capacity, 75; rates—per day, $2.50 to $3.00, per week, $15.00 to $20.00.

Villa Flora, Mrs. Alanson Wood; capacity, —; cottages furnished.

St. Cloud

New modern hotel will be opened and operated during season 1911-12.

St. Lucie

Killcaire, Benj. Sooy; capacity, —; rates—per day, $3.00, per week, $20.00.

St. Petersburg

The Detroit, C. N. Crawford; capacity, 225; rates—per day, $2.50 up, per week, special.

The Hollenbeck, S. D. Hollenbeck; capacity, 225; rates—per day, $2.50 up, per week, special.

The Huntington, C. S. Hunt; capacity, 225; rates—per day, $2.50 up, per week, special.

The Manhattan, Staples & Lyman; capacity, 200; rates—per day, $2.50 up, per week, special.

The Central, J. N. Thorn; capacity, 200; rates—per day, $2.50 up, per week, special.

The Ansonia, F. E. Cole; capacity, 150; rates—per day, $2.00, per week, special.

The Belmont, Mrs. C. B. Tippetts; capacity, 125; rates—per day, $2.00, per week, special.

The Livingstone, Mrs. L. F. Livingstone; capacity, 100; rates—per day, $1.50, per week, special.

The Chatauqua, F. H. Wilcox; capacity, 100; rates—per day, $2.00, per week, special.

The Allen House, Mrs. M. R. Allen; capacity, 75; rates—per day, $1.50, per week, special.

Dusenberry Villa, Mrs. W. P. Dusenberry; capacity, 75; rates, per day, $2.00 to $2.50, per week, $10.00 to $12.00.

The Paxton House, Mrs. W. W. Coleman; capacity, 75; rates—per day, $1.50, per week, special.

The Panama, G. M. White; capacity, 75; rates—per day, $1.50, per week, special.

Planters Hotel, A. J. Knight; capacity, 75; rates—per day, $1.50, per week, special.

The Bon Air, W. W. Birchfield; capacity, 50; rates—per day, $1.50, per week, special.

Overman House, W. J. Overman; capacity, 50; rates—per day, $1.50, per week, special.

The Olud House, Mrs. C. Wilson; capacity, 50; rates—per day, $1.50, per week, special.

The Albion, Mrs. L. H. Strum; capacity, 50; rates—per day, $1.50, per week, special.

Pinellas Hotel, Mrs. F. Field; capacity, 50; rates—per day, $1.00, per week, special.

Whitfield House, C. Whitfield; capacity, 50; rates—per day, $1.00, per week, special.

Sarven House, H. Sarven; capacity, 50; rates—per day, $1.00, per week special.

Norton Flats; rooms only, special rates by week, month or season.

Tonnelier Flats; rooms only, special rates by week, month or season.

Chapman House, M. W. D. Chapman; capacity, 50; rates—per day, $1.00, per week, special.

Davis House, Mrs. C. M. Davis; capacity, 50; rates—per day, $1.00, per week, special.

The Bell House, Mrs. R. P. Bell; capacity, 30; rates—per day, $1.00, per week, special.

Almon House, Mrs. M. L. Stroger; capacity, 25; rates—per day, $1.00, per week, special.

Bramlitt House, Mrs. M. Bramlitt; capacity, 25; rates —per day, $1.00, per week, special.

Bon Air House, Mrs. C. S. Pepper; capacity, 25; rates —per day, $1.00, per week, special.

Majestic House, W. H. Jett; capacity, 25; rates—per day, $1.00, per week, special.

The Palms, Mrs. W. L. Straub; capacity, 25; rates— per day, $1.00, per week, special.

The Jenkins House, Mrs. A. D. Jenkins; capacity, 20; rates, per day, $1.00, per week, special.

The Ark, Mrs. F. Graham; capacity, 20; rates—per day, $1.00, per week, special.

The Dow House, Mrs. A. Dow; capacity, 20; rates— per day, $1.00, per week, special.

Roberts House, Mrs. W. A. Roberts; capacity, 20; rates—per day, $1.00, per week, special.

The Henry House, Mrs. W. C. Henry; capacity, 20; rates—per day, $1.00, per week, special.

The Bay Shore House, Miss L. Mangold; capacity, 20; rates—per day, $1.00, per week, special.

Sanford

New Sanford House, Harry P. Driver; capacity, 100; rates—per day, $3.00, per week, $15,00; American.

Bye Lo Hotel, W. L. Fielding; capacity, 50; rates— per day, $2.00, per week, $10.00 to $12.00.

Gate City House, J. D. Parker; capacity, 20; rates— per day, $1.50, per week, $7.00.

Pico Hotel, Mrs. Tackach; capacity, —; rates—per day, $2.00, per week, $10.00 to $12.00.

Comfort Cottage, Mrs. M. Martin; capacity, 50; rates —per day, $2.50, per week, $10.00 to $12.00.

Chandler House, Mrs. Chandler; capacity, 10; rates— per day, $2.00, per week, $10.00.

Robins Nest, E. Robins; capacity, 25; rates—per day, $2.00 up, per week, $10.00.

Sanibel Island

Casa Ybel, Duncan & Barnes; capacity, 60; rates—per day, $2.00, per week, $10.00 to $12.00.

The Matthews, Mrs. W. J. Matthews; capacity, 50; rates—per day, $2.00, per week, $10.00 to $12.00.

The Gables, The Misses Nutt; capacity, 10; rates— per day, $2.00, per week, $10.00 to $12.00.

Sanibel House, Mrs. J. B. Daniels; capacity, 25; rates—per day, $2.00, per week, $10.00.

Woodring House, Mrs. A. E. Woodring; capacity, 10; rates—per day, $2.00, per week, $10.00.

San Mateo

Byrlyn Place, J. A. Crosby; capacity, 10; rates—per day, $2.00, per week, $8.00 to $10.00.

Idlewild, Dr. J. E. Cochrane; capacity, 10; rates—per day, $2.00, per week, $8.00 to $12.00.

The Palms, Mrs. F. A. Bailey; capacity, 10; rates—per day, $2.00, per week, $8.00 to $10.00.

Sarasota

Belle Haven Inn, Dr. John Halton; capacity, 200; rates—per day, $3.00 up, per week, $15.00.

Halton Hotel, Dr. John Halton; capacity, 100; rates—per day, $2.50, per week, $15.00.

The Sarasota, H. S. Smith; capacity, 25; rates—per day, $2.00, per week, $10.00 to $12.00.

Seabreeze

The Clarendon, E. L. Potter, Propr., W. S. Kenney, Mgr.; capacity, 300; rates—per day, $5.00 up, per week, $28.00 up.

The Glenwood, E. F. Britton; capacity, 40; rates—per day, $2.00, per week, $12.00.

Cherokee Cottage, H. L. Kochersperger; capacity, 100; rates—per day, $1.00 up, European.

The Nautilus, E. D. Langworthy; capacity, 225; rates—per day, $4.00 up, per week, ...

Sebastian

Braddock House, G. A. Braddock; capacity, 20; rates—per day, $2.00, per week, special.

Private Board, W. F. Baughman; capacity, —; rates—per day, $1.50, per week, special.

Silver Springs

Brown House, Mrs. M. F. Brown; capacity, —; rates—per day, $2.00, per week, $10.00.

Stuart

Danforths, Mrs. C. Stephenson; capacity, 25; rates—per day, $2.00, per week, $10.00 to $12.00.

Stuart House, Wm. M. Ehrhart; capacity, —; rates—per day, $2.00, per week, special.

Private Home, Broster Ketching; capacity, 30; rates—per day, 50c. up, rooms.

Private Home, Mrs. U. S. Robinson; capacity, 10; rates —per day, 50c. up, rooms.
Private Home, G. W. Thomas; capacity, 10; rates—per day, 50c. up, rooms.

Suwanee

Suwanee Springs Hotel; capacity, 75; rates—per day, $2.00, per week, $10.50.

Tampa

Tampa Bay Hotel, David Lauber; capacity, 500; rates —per day, $3.50 to $5.00, per week, special.
DeSoto Hotel, W. L. Parker; capacity, 200; rates—per day, $2.50 up, per week, $17.50 to $30.00.
Almeria Hotel, C. H. Hawes; capacity, 60; rates—per day, $1.00 to $1.50; per week, special.
Hotel Hillsboro, J. L. Tallevast; capacity, 100; rates— per day, 1.00 up, per week, special.
St. Charles, C. Mexis; capacity, 75; rates, per day, $1.50, per week, special.
Hotel Palmetto, A. Paleveda; capacity, 75; rates—per day, $1.50 up, per week, special.
Hotel Commercial, Mike Makres; capacity, 50; rates— per day, $1.00, per week, special.
Marlboro, E. G. Smith; capacity, 50; rates—per day, $1.00, per week, special.

Tarpon Springs

The Ferns Hotel, C. H. Lee; capacity, 25; rates—per day, $2.00, per week, $8.00 to $12.00.
Homeworth Inn, Theo. J. Petzold; capacity, 15; rates— per day, $2.00, per week, $8.00 to $12.00.

Tavares

Fitch Hotel, Mrs. E. J. Fitch; capacity, 20; rates—per day, $2.00, per week, special.
Osceola Hotel, B. F. McCormick; capacity, 50; rates— per day, $2.00, per week, $10.00.

Thonotosassa

Grand View, D. E. Hazen; capacity, 30; rates—per day, $2.00, per week, special.

Titusville

Hotel Dixie, W. F. Green; capacity, 150; rates—per day, $2.50 up, per week, special.
Deisner's Boarding House, Mrs. E. J. Renaker; capacity, 40; rates—per day, $1.50, per week, $5.00.

Myers' Cottage, Mrs. W. H. Myers; capacity, 30; rates —per day, $2.00, per week, $8.00.

Palm-Hurst, A. F. Falck; capacity, 25; rates—per day, $2.00, per week, special.

The Sterling, P. G. Walton; capacity, 25; rates—per day, $2.00, per week, special.

Useppa Island

Useppa Inn, F. Lyon Roach; capacity, 70; rates—per day, $3.50, per week, $20.00.

Walton

The Walton Inn, F. G. McMullen; capacity, —; rates per day, $2.50 to $3.00, per week, special.

Wauchula

Peace River Hotel, A. C. McCall; capacity, 200; rates —per day, $3.00, per week, special.

Wauchula House, J. L Bush; capacity, 30; rates—per day, $2.00, per week, special

DeSoto, G. Tompkins; capacity, 40; rates—per day, $2.00, per week, $5.00.

Weirsdale

Lake Side Hotel, L. T. Clawson; capacity, 60; rates— per day, $2.00, per week, $12.00.

Pleasant Hill House, Mrs. E. S. Upham; capacity, 20; rates—per day, $2.00, per week, $8.00.

West Palm Beach

Briggs Cottage, Mrs. H. E. Briggs; capacity, 20; rates —per day, $2.50, per week, $11.00 to $15.00.

Earman House, Mrs S. E. Earman; capacity, —; rates —per day, $2.00, per week, special.

Gables, W. M. & N. B. McGriff; capacity, —; rates— per day, $2.50 up, per week, special.

Holland, L. D. Lockwood; capacity, 75; rates—per day, $2.50, per week, special.

Hotel Jefferson; capacity, —; rates—per day, $2.50, per week, $14.00 to $18.00.

Ivy Cottage, Mrs. T. D. Brown; capacity, —; rooms only.

Keystone Cottage, Mrs. Benj. Cook; capacity, 30; rates —per day, $2.00, per week, special.

Minaret Cottage, Mrs. Frank Darling; capacity, —; rates—per day, $2.00, per week, $10.00 up.

Palms, J. C. Stowers; capacity, 125; rates—per day, $2.50 to $4.00, per week, special.

Sans Souci, A. R. McKelvey; capacity, 20; rooms only.
Seagle House, F. V. Seagle; capacity, 40; rates—per day, $2.00, per week, special.
Seminole Hotel; capacity, 100; rates—per day, $2.00, per week, special.
The Tiffany, Mrs. C. Tiffany; capacity, —; rates—per day, $1.50 to $2.00, per week, special.
The Virginia, Mrs. A. L. Haugh; capacity, 20; rates—per day, $2.00 up, per week, $10.00 to $15.00.

Winter Garden

Orange Hotel, W. R. Dixon; capacity, 28; rates—per day, $2.00, per week, special.
Bell House, W. S. Bell; capacity, 10; rates—per day, $1.00 up, per week, special.

Winter Park

Seminole Inn, R. P. Foley; capacity, 60; rates—per day, $3.00, per week, $15.00.
Batchelor Cottage, D. N. Batchelor; capacity, 15; rates—per day, $1.50 up, per week, special.
Ingram Cottage, Mrs. Ingram; capacity, 10; rates—per day, $2.00, per week, $10.00.
The Chatauqua, B. S. Trude; capacity, 10; rates—per day, $1.00, per week, $5.00.

Winter Haven

Lake View, J. N. Ackerly; capacity, 75; rates—per day, $1.50, per week, special.
Waulola Hotel, W. W. Mann; capacity, 25; rates—per day, $2.00, per week, $10.00.

WOMEN'S CLUBS IN FLORIDA

APALACHICOLA—The Philaco Club. President, Mrs. Joseph Messina; Secretary, Mrs. A. S. Mohr.

BOYNTON—Boynton Woman's Club. President, Mrs. Charles T. Harper.

BRADENTOWN and MANATEE—Friday Literary Club. President, Mrs. E. E. Coulson; Corresponding Secretary, Mrs. G. Riggin.

COCOA—Public Library Association.

COCOANUT GROVE—Folio Club. President and Treasurer, Mrs. Kirk Munroe; Secretary, Mrs. T. W. Mather.

COCOANUT GROVE—Housekeepers' Club. President, Miss Flora McFarlane; Secretary, Miss Anna Steere.

CRESCENT CITY—Village Improvement Association. President, Miss Bessie A. Williams; Secretary, Mrs. Edith C. Miller.

DAYTONA—The Palmetto Club. President, May E. Thompson; Corresponding Secretary, Emma L. P. Gammell.

DeLAND—The Woman's Club. President, Mrs. W. H. Stewart; Corresponding Secretary, Mrs. F. W. Smith.

FORT MYERS—Woman's Club. President, Mrs. Wm. Hanson; Corresponding Secretary, Miss B. S. Johnston.

FEDERAL POINT—Village Improvement Association. President, Miss Mamie G. Atkinson; Corresponding Secretary, Mrs. G. M. Wall.

GAINESVILLE—The Twentieth Century Club. President, Mrs. J. M. Dell, Jr.; Corresponding Secretary, Mrs. George Morris.

GREEN COVE SPRINGS—Ladies' Village Improvement Association. President, Mrs. E. G. G. Munsell; Corresponding Secretary, Mrs. M. T. Holt.

HIGH SPRINGS—New Century Club. President, Mrs. Marvin Summers; Secretary, Mrs. G. A. McCall.

INTERLACHEN—Village Improvement Society. President, Mrs. G. E. Gillett; Secretary, Mrs. J. C. Jones.

SOUTH JACKSONVILLE—Book Club. President, Mrs. T. E. Buck; Corresponding Secretary, Mrs. R. P. Nelms.

JACKSONVILLE—Fairfield Improvement Association of Jacksonville. President, Mrs. W. C. Wamboldt; Secretary, Mrs. W. J. Berry

JACKSONVILLE—Woman's Club. President, Mrs. Wm. B. Young; Corresponding Secretary, Mrs. Roscrana M. Pollard.

JASPER—Tabard Inn Library Club.

LAKE CITY—Current Topic Club. President, Mrs. Ozie E. Fisher; Secretary, Mrs. C. J. Ryan.

LAKE CITY—Woman's Club. President, Mrs. E. G. Allen; Corresponding and Recording Secretary, Mrs. T. L. Guerry.

LEESBURG—Woman's Club.

LAWTEY—Village Improvement Association. President, Mrs. M. E. Randall; Secretary and Treasurer, Mrs. Helen Hill.

LIVE OAK—Woman's Club. President, Mrs. Eugene Carter; Corresponding Secretary, Mrs. C. E. Humphreys.

MIAMI—Woman's Club. President, Mrs. T. V. Moore; Corresponding Secretary, Mrs. Gillespie Enloe.

OCALA—Woman's Club. President, Mrs. Wm. Hocker; Corresponding Secretary, Mrs. D. W. Davis.

ORANGE CITY—Village Improvement Association. President, Mrs. W. L. Andrews; Recording and Corresponding Secretary, Mrs. E. A. Hill.

ORMOND—Village Improvement Association. President, Mrs. Macon Thornton; Corresponding Secretary, Mrs. Milo McNeal.

OZORA—Village Improvement Society. President, Mrs. L. H. Eavey; Secretary, Mrs. W. W. Saunders.

OZORA—Village Improvement Society. President, Mrs. S. K. Whitford; Secretary, Mrs. W. D. Wood.

PALATKA—Woman's Club. President, Mrs. M. S. Brown; Corresponding Secretary, Mrs. W. P. Merriam.

QUINCY—Worth While Club.

SANFORD—Wednesday Club. President, Mrs. Geo. L. Maris; Secretary, Mrs. Sydney O. Chase.

SANFORD—Welaka Club. President, Mrs. R. S. Keelor; Secretary, Mrs. J. C. McDaniel.

SAN MATEO—Village Improvement Association. President, Mrs. J. A. Crosby; Secretary, Mrs. Charles Stockwell.

ST. AUGUSTINE—St. Cecelia Club. President Mrs. Arnold Goldy; Secretary, Miss Estelle Deardorff.

TALLAHASSEE—Woman's Club. President, Mrs. C. A. Cay; Secretary, Mrs. H. Roege.

TAMPA—Club of Current Events. President, Mrs. C. W. Carlton; Corresponding Secretary, Mrs. C. J. Huber.

TARPON SPRINGS—Cycadia Cemetery Association. President, Mrs. G. E. Noblit; Secretary and Treasurer, Mrs. J. C. Beekman.

TITUSVILLE—Progressive Culture Club. President, Mrs. Adhemar Brady; Secretary and Treasurer, Mrs. T. B. Wilson.

WEST PALM BEACH—Entre Nous Club. President, Mrs. Sackett; Secretary, Mrs. Lyman.

WHITE SPRINGS—Woman's Club. President, Mrs. M. M. Jackson; Corresponding Secretaries, Mrs. M. M. Wamboldt and Miss Naomi Neill.

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Inland Waterways, Charleston, S. C., to Key West, Fla.

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New Brunswick

Staten Island

N.Y. Bay

Delaware River

Canal

Trenton

Bordentown 115M.

Phila.

NEW JERSEY

SUSQUEHANNA RIVER

Wilmington

Chesapeake City

Canal

Delaware City 185M.

Baltimore

Patapsco River

Annapolis

Severn River

Delaware Bay

MARYLAND

DELAWARE

Washington

Patuxent River

Rappahannock River

Potomac River

Chesapeake Bay

Mattaponi River

Pamunkey River

VIRGINIA

York River

Yorktown

James River

Newport News

Old Pt. Comfort

Hampton Roads

Cape Charles

Norfolk 409M.

Portsmouth

Dismal Swamp Canal

C+A Canal

North Landing

Lake Drummond

Chowan River

Roanoke River

Pasquotank River

North River

Currituck Sound

Albemarle Sound

Alligator Bay

Croatan Sound

NORTH CAROLINA

Pamlico River

Pungo River

Pamlico Sound

Cape Hatteras

Newbern

Neuse River

Cape Fear River

Beaufort

Core Sound

Bogue Sound

Bogue Inlet 639M

New River Inlet

Cape Lookout

Wilmington

New Topsail Inlet

Southport

Cape Fear 713M.

SOUTH CAROLINA

Georgetown

Black River

Waccamaw River

Winyau Bay

River Inlet

Wando River

Bulls Bay

Cape Romain 809M

Charleston 857M.

Isle of Palms

Charleston Harbor

Morris Island

ATLANTIC OCEAN

APPROXIMATE SCALE

MILES

0 5 10 20 30 40

Inland Waterways, New York to Charleston, S. C.